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# VISTA DEL ARROYO

# FEDERAL BUILDING–
# U.S. COURT OF APPEALS

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# FINAL ENVIRONMENTAL IMPACT STATEMENT

GS 6.9:

# FINAL ENVIRONMENTAL IMPACT STATEMENT

## GENERAL SERVICES ADMINISTRATION
## REGION 9

# VISTA DEL ARROYO
# FEDERAL BUILDING/UNITED STATES COURT OF APPEALS

125 South Grand Avenue
Pasadena, California

For Further Information Contact:

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San Francisco, California 94105

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Comment Due Date: November 15, 1981

Number of Volumes: 1

Abstract: The General Services Administration proposes to rehabilitate the main building of the historic Vista del Arroyo complex, Pasadena California, for use by the U. S. Court of Appeals and other Federal agencies. Upon completion the project will have 105,000 occupiable square feet of space, 400 employees, and 300 parking spaces. The project is scheduled for occupancy in 1984, and the total cost is estimated at $11,241,000. Unused portions of the property may be disposed of or outleased. Major controversial impacts involve increased traffic and maintaining the historic integrity of the property.

## 1. SUMMARY

Draft Environmental Impact Statement
Vista del Arroyo Federal Building/
United States Court of Appeals
125 South Grand Avenue, Pasadena, California

Responsible Federal Official:

Robert K. Bogardus
Assistant Regional Administrator
Public Buildings Service
General Services Administration, Region IX

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### 1.1 THE PURPOSE OF AND NEED FOR THE ACTION:

The Ninth Circuit of the U. S. Court of Appeals has requested that its Southern California headquarters be relocated to Pasadena, California. The General Services Administration (GSA) has selected rehabilitation of the historic Vista del Arroyo Hotel as the best means of housing the Court and other Federal agencies now located in Pasadena.

### 1.2 THE AFFECTED ENVIRONMENT:

The City of Pasadena is located seven miles north of downtown Los Angeles. The now vacant Vista del Arroyo sits at the western end of the city's central business area in a predominantly residential neighborhood. The main hotel building and 19 outlying bungalows occupy a site which stretches from Grand Avenue on the east, down a steep embankment to the Arroyo Seco on the west and the Colorado Street Bridge on the north. The property has high visibility and is a well-known historic landmark.

## 1.3 ALTERNATIVES CONSIDERED:

1.3.1 No Action - undesirable, as it does not fulfill the requirement for Court space in Pasadena.

1.3.2 Postponing Action - undesirable, since it causes delay in Court functions and further deterioration of an historic property.

1.3.3 Renovation of Existing Federal Facility - preferred feasible alternative, both environmentally and overall; only identified areas of controversy are introduction of more vehicular traffic into residential neighborhood and maintaining historic integrity of the property.

1.3.4 Acquisition and Renovation of Existing Non-Federal Facility - not feasible; no suitable facility identified.

1.3.5 Acquisition by Leasing - no suitable facilities identified; would require lease construction which is more expensive than preferred alternative; does not meet GSA's preference to put Courts in Federally owned facility.

1.3.6 Direct Federal Construction - very costly; requires greater expenditure of time, capital, and natural resources; would not preserve historic landmark; not consistent with Government policy of maximum use of existing facilities.

## 1.4 LIST OF FEDERAL, STATE AND LOCAL AGENCIES FROM WHICH COMMENTS HAVE BEEN RECEIVED:

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Department of Parks and Recreation
State of California - The Resources Agency
Post Office Box 2390
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## 1.5 DISTRIBUTION LIST FOR THE FINAL ENVIRONMENTAL IMPACT STATEMENT:

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## 1.6 DATE DRAFT AND FINAL STATEMENT MADE AVAILABLE TO THE ENVIRONMENTAL PROTECTION AGENCY AND THE PUBLIC:

Draft: April 6, 1981

Final: October 1, 1981

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NOTE: The vertical lines at the right margin indicate a substantive change in the text as a result of comments on the Draft Environmental Impact Statement or updating of information previously in the text.

## 3. PURPOSE OF AND NEED FOR ACTION

### 3.1 PURPOSE OF ACTION:

On August 18, 1978, the U. S. Court of Appeals, Ninth Circuit, requested a move from their offices at the U. S. Courthouse, 312 N. Spring Street, Los Angeles, to the city of Pasadena. The General Services Administration (GSA), under various laws and executive orders (primarily the Public Buildings Act of 1959, as amended), is the Government body charged with the responsibility to plan, acquire, assign, and manage general purpose space to house Federal agencies. In fulfillment of this responsibility, GSA initiates new construction, rehabilitation of existing structures, and leasing from the private market. After a feasibility study of the Courts' move, GSA has decided that the most cost-effective action is to move the Courts and other agencies now located in Pasadena to the vacant Vista del Arroyo Hotel (also known as the Federal Service Center).

#### 3.1.1 Agencies Involved:

The proposed project involves providing suitable quarters for the following:

| Agency | Personnel | Square Feet |
|---|---|---|
| U. S. Court of Appeals | 68 | 55,393 |
| Department of Health and Human Services<br>Office of Hearings and Appeals | 55 | 8,300 |
| Department of Defense | | |
| Defense Contract Audit Service Management Agency | 41 | 4,700 |
| Defense Contract Audit Agency | 22 | 3,500 |
| Defense Investigations Service | 17 | 1,800 |
| Department of Agriculture - Forest Serv. | 179 | 22,950 |
| Department of Labor - Employee Trng. Adm. | 3 | 1,000 |
| Maintenance, Security & Expansion | 15 | 7,357 |
| Total | 400 | 105,000 |

### 3.1.2 Program Missions:

U. S. Court of Appeals - hears cases on appeal from lower Federal Courts; judges travel to a number of locations on the Ninth Circuit; little public contact.

Forest Service - administrative with a small public information office; medium public contact.

Department of Defense - administrative/investigative; medium public contact.

Department of Labor - administrative; little public contact.

Department of Health and Human Services - court and administrative; little public contact.

General Services Administration - custodial, security and maintenance.

## 3.2 NEED FOR THE ACTION:

The Judiciary Council of the Ninth Circuit, pursuant to the authority of 28 U.S.C. 48, has established Pasadena as a location where court will be held. This action was taken in anticipation of the expansion of both the District and Circuit Courts now housed in the U. S. Courthouse at 312 N. Spring Street in downtown Los Angeles. Also, the Forest Service has a need for additional space and there is no expansion space available at their present leased location.

## 3.3 HISTORY AND BACKGROUND OF THE NEED:

### 3.3.1 Area Profile:

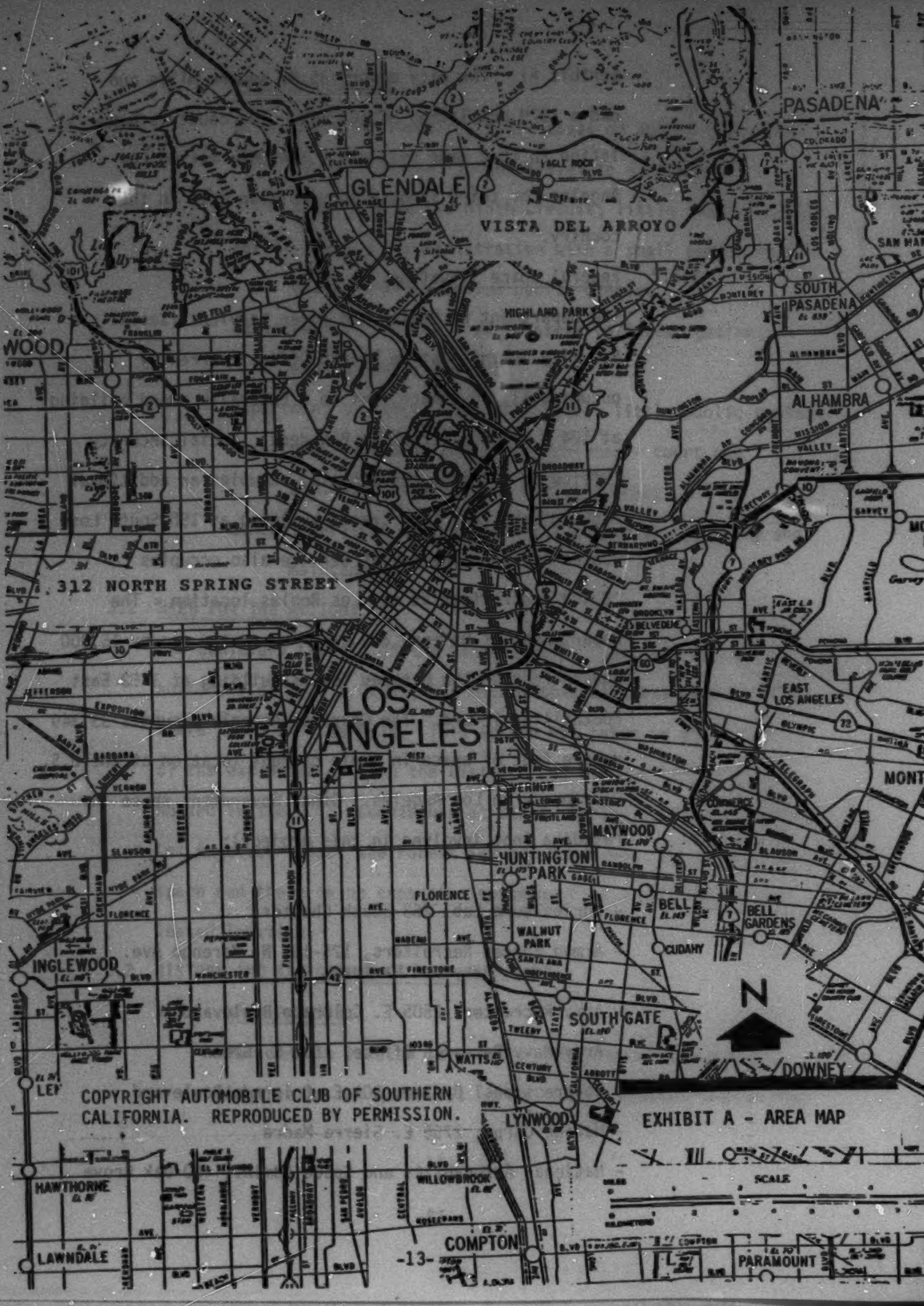
Pasadena is located seven miles north of downtown Los Angeles in the northwest corner of Los Angeles County (see

Exhibit A). The city covers 35.85 square miles and had a 1978 population of 108,000. The county's population in that same year was 7,164,000, making Los Angeles the third largest metropolitan area in the country.

3.3.2 Federal Space Situation:

The Department of Health and Human Services (Social Security Administration Branch Office) currently occupies 11,760 square feet in a Federally owned building at 104 N. Mentor Street in Pasadena. Social Security (Office of Hearings and Appeals) occupies an additional 8,507 square feet in a leased building at 150 South Los Robles Avenue. The Forest Service also occupies 18,400 square feet at the Los Robles location. The Departments of Defense and Labor currently occupy 15,800 square feet in the Gateway Towers Building at 3452 East Foothill Boulevard. The Court of Appeals occupies 33,349 square feet of space in their current location at the U.S. Courthouse in Los Angeles. Other Government space in Pasadena (not involved in this project):

- Agriculture Lab, 263 South Chester
- Armed Forces Recruiters, 125-135 N. Marengo Ave. (Army, Navy and Marines)
- Army Recruiter, 2505 E. Colorado Boulevard
- Army-Navy Research Office, 1030 E. Green
- Congressional Office, 301 E. Colorado Boulevard
- Marine Corps, 2755 E. Sierra Madre
- National Aeronautics and Space Admin., 480 Oak Grove


PASADENA
GLENDALE
SOUTH PASADENA
HIGHLAND PARK
ALHAMBRA
SAN MARINO
WOOD
LOS ANGELES
EAST LOS ANGELES
BELVEDERE
MONT
VERNON
COMMERCE
MAYWOOD
HUNTINGTON PARK
BELL
BELL GARDENS
FLORENCE
WALNUT PARK
CUDAHY
INGLEWOOD
SOUTH GATE
DOWNEY
WATTS
LYNWOOD
HAWTHORNE
WILLOWBROOK
LAWNDALE
COMPTON
PARAMOUNT
N
SCALE

VISTA DEL ARROYO

312 NORTH SPRING STREET

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EXHIBIT A - AREA MAP

- Naval Reserve, 2727 Paloma
- Post Offices, 281 E. Colorado Boulevard
  80 Valley
  171 South Arroyo Parkway
  42 S. Catalina Avenue
  2609 E. Colorado Boulevard
  100 N. Fair Oaks
  760 E. Washington Street
  390 S. Fair Oaks

In the Los Angeles/Orange County area, GSA controls 4,740,000 square feet in Government-owned buildings and 1,650,000 square feet in leased locations.

3.3.3 Current and Projected Need:

The expansion needs of both the Appeals and District Courts are such that both could not be fully accommodated at the U. S. Courthouse in Los Angeles. Relocation of the Appeals Court in Pasadena, along with other planned relocations in the U. S. Courthouse, will provide sufficient expansion space for both court activities for the foreseeable future. The Forest Service and other agencies involved in this project are expected to grow at a rate slightly higher than the growth rate of the overall Federal Government. It is anticipated that the proposed project will adequately house the indicated functions until the anticipated expansion of the Court of Appeals in 10 to 15 years may force relocation of some of the other agencies from the building.

## 3.4 HISTORY OF THE PROJECT

The recorded history of the subject property indicates that some structures were built on the site as early as 1882 and were used as boarding houses until the property was converted to a winter resort hotel complex in the early 1900's. This resort was known as the Vista del Arroyo. In 1930 all but the north wing of the main building, built in 1917, was demolished, and the present main hotel building was constructed. The nineteen surrounding bungalows were built in the 1920's and early 1930's. Many were designed by prominent local architects and are perhaps better described as villas. The most well known of these, the Maxwell House, was designed by Sylvanus Marston and Edgar Maybury and has a floor area in excess of 10,000 square feet. The other bungalows range in area between 2,000 and 12,000 square feet, and most are divided into flats or apartments.

In 1943 the War Department acquired the hotel complex through condemnation proceedings and established it as McCormack Army Hospital. After World War II, the Hospital closed, and various Department of Defense agencies utilized the main building and the bungalows for office space under the new name of Pasadena Area Support Center. The Army's hospital and office conversions were damaging to many of the design elements of the building.

In 1964, GSA acquired the property with the understanding that it would be reported excess within five years, pending relocation of the Federal tenants to more suitable space. GSA finally accomplished this in 1973. During the nine year period in which the complex, renamed the Pasadena Federal Center, was in GSA's active inventory, only the main building and a few of the bungalows were partially occupied. The Center was reclassified in the minimum 0 to 5 year retention category for purposes of allocating repair and improvement funds. No new space assignments were made during the nine years because of the physical and functional obsolescence of the buildings. Renovation costs estimated in 1973 were higher than those estimated for new construction, so no rehabilitation was planned.

When the property was reported excess, Federal agencies were screened for any need to acquire it. No Federal need developed, and the property was duly determined surplus and made available to State and local governments, which likewise expressed no need. Ambassador College, which owns a great deal of land near the building, applied to acquire the complex as an addition to its campus through a donation program administered by the Department of Health, Education and Welfare. The property was assigned to HEW for conveyance to Ambassador College in December 1976. In May 1978, Ambassador College withdrew its application and the property reverted to GSA.

In July 1975, the State Historic Preservation Officer (SHPO) concurred with GSA's determination that the Vista del Arroyo property had no historic or cultural significance, and that disposal of the property would not affect any known historic properties or districts. In December 1976, however, as a result of a local community survey of architecturally and historically significant properties in Pasadena, the new SHPO reversed his predecessor's earlier determination and concluded that the Vista del Arroyo appeared eligible for listing on the National Register of Historic Places. On February 16, 1978, the Keeper of the National Register determined the Vista del Arroyo "eligible as a complex of socially, historically, and architecturally significant properties representing a life style that essentially terminated during the depression period."

In June 1978, the Ninth Circuit U. S. Court of Appeals notified GSA that the Circuit Council had authorized the requisitioning of sufficient space in the Vista del Arroyo Hotel to house their "Los Angeles plant." On August 16, 1978, the Chief of the Space and Facilities Branch, Administrative Office of the Courts, confirmed the Court's decision to move to Pasadena.

In light of these requirements, a new feasibility study was prepared, and it was determined that rehabilitation of the

Vista del Arroyo was more cost-effective than either leasing or new construction. A prospectus for $9,864,000 needed for the project was submitted to Congress, and received approval in July, 1979.

A seismic study completed shortly afterward indicated that the initial project scope had underestimated the amount of structural work needed. In order to acquire the additional $1,377,000 needed for this structural work, an amendment to the original prospectus will be submitted to Congress for approval.

## 4. ALTERNATIVES:

### 4.1 NO ACTION:

This alternative is not considered a desirable choice by either the Court or GSA. Failure to take action would not provide adequate space required by the Court in Pasadena.

If this alternative were implemented, the Vista del Arroyo would eventually be declared excess and disposed of by GSA. Although a new purchaser or transferree may be able to make better use of the property, GSA has been attempting to dispose of this property for years with no results. For the purposes of this impact statement, the no action alternative will not be considered any further in this analysis.

4.2 POSTPONING THE ACTION UNTIL FURTHER STUDY:

The proposed action has been the subject of two GSA feasibility studies. This alternative would only delay the Court in its desired move from Los Angeles. Any delay would cause uncertainty and inefficiency in Court operations, as well as additional costs. Also, the now vacant Vista del Arroyo complex would continue to deteriorate until final plans are made. For these reasons, this alternative is not considered desirable and will not be considered any further in the analysis.

4.3 RENOVATION AND/OR EXPANSION OF EXISTING FEDERAL FACILITY:

When filling space needs, it is Government policy to give first consideration to using underutilized or vacant Federal property. The proposed project involves renovation of an existing facility - the Vista del Arroyo main building at 125 South Grand Avenue. It is estimated that the building could be ready for occupancy in 1984 at a cost of $11,241,000. There are no other Federally owned structures in Pasadena that are suitable for Court use.

4.4 ACQUISITION AND RENOVATION OF EXISTING NON-FEDERAL FACILITY:

There are no available facilities in Pasadena which could feasibly be adapted to meet the Court's needs.

### 4.5 ACQUISITION BY LEASING:

Since there are no known buildings in the private market which can meet the needs of the Court, this alternative would involve new construction under a long-term leasing arrangement. Over a term of thirty years, the total capital outlay for rental of the facility on a present value basis would be expected to exceed the cost of the proposed alternative. Also, it is against Government policy to lease facilities which house a permanent function such as the Court. Environmental impacts will be similar to those associated with direct Federal construction.

### 4.6 DIRECT FEDERAL CONSTRUCTION:

This alternative would be much more costly than the proposed alternative. It also would not satisfy GSA's priorities for maximum use of existing facilities and preservation of historic properties. New construction would also require a greater expenditure of time and resources.

## 5. THE AFFECTED ENVIRONMENT

### 5.1 OVERVIEW OF THE SITE:

#### 5.1.1 Location and Size:

The city of Pasadena is located at the western end of the San Gabriel Valley at the foot of the San Gabriel Mountains. These mountains form the northern boundary of the Los Angeles Basin, one of the most heavily populated regions in the nation. Due to this location, the site shares in both

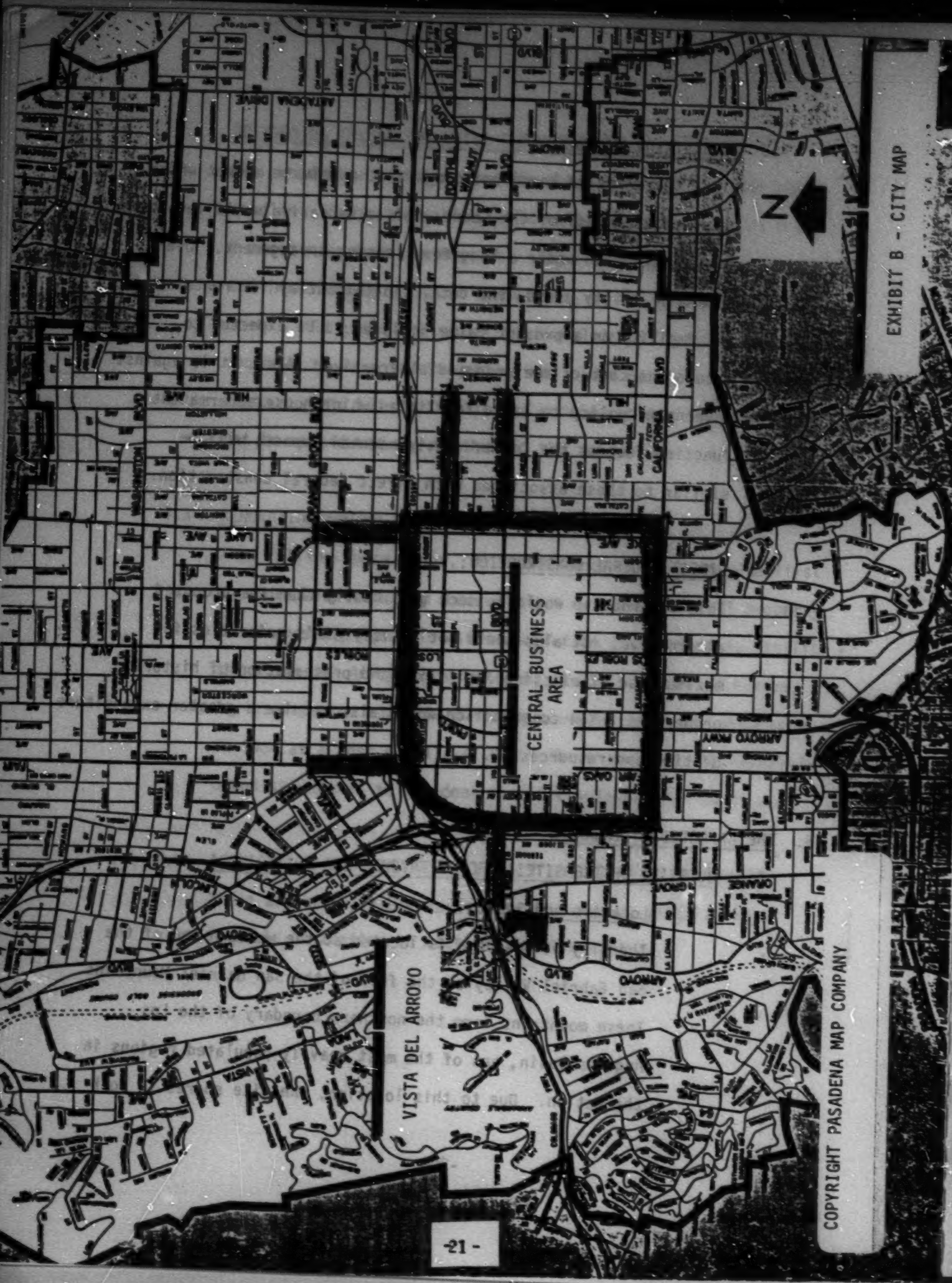

N
CENTRAL BUSINESS AREA
VISTA DEL ARROYO
ALTADENA DRIVE
FOOTHILL BLVD
WALNUT
MADRE
HILL AVE
LAKE AVE
CALIFORNIA BLVD
WASHINGTON BLVD
LOS ROBLES
ARROYO PKWY
FAIR OAKS
ORANGE GROVE
ARROYO BLVD
LINCOLN
VISTA

EXHIBIT B - CITY MAP

COPYRIGHT PASADENA MAP COMPANY

the problems and amenities of the general Los Angeles metropolitan area. The project site is located near the western boundary of Pasadena's central business area (see Exhibit B). The 11.7 acre site consists of two parcels, with a main building and 19 outlying bungalows on one parcel and a parking lot across the street (see Exhibit C).

5.1.2 Reasons for Choosing the Site:

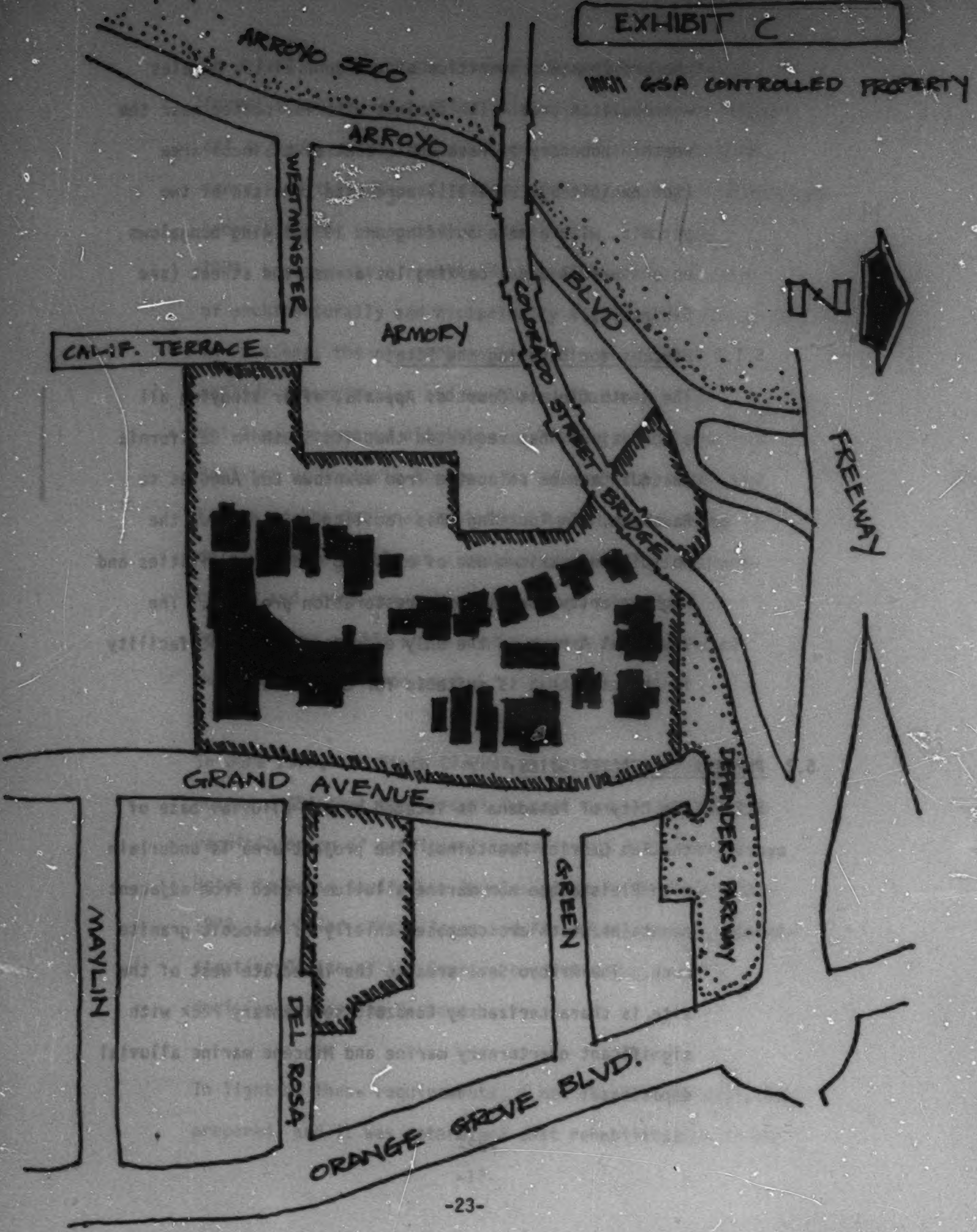
The Ninth Circuit Court of Appeals, after studying all alternatives, has requested that its Southern California headquarters be relocated from downtown Los Angeles to Pasadena. In locating this facility, GSA follows the policies of maximum use of existing Federal facilities and high priority for historic restoration projects. The Vista del Arroyo is the only existing Government facility in the city that is suitable for court use.

## 5.2 PHYSICAL CHARACTERISTICS:

5.2.1 The city of Pasadena is located at the alluvial base of the San Gabriel Mountains. The project area is underlain with Pleistocene non-marine alluvium eroded from adjacent mountains which are composed chiefly of Mesozoic granite rock. The Arroyo Seco area to the immediate west of the site is characterized by Cenozoic sedimentary rock with significant quarternary marine and Miocene marine alluvial deposits.

SITE MAP

EXHIBIT C


\\\\\ GSA CONTROLLED PROPERTY
N
ARROYO SECO
ARROYO
WESTMINSTER
CALIF. TERRACE
ARMORY
COLORADO STREET BRIDGE
BLVD
FREEWAY
GRAND AVENUE
DEFENDERS PARKWAY
GREEN
DEL ROSA
MAYLIN
ORANGE GROVE BLVD.

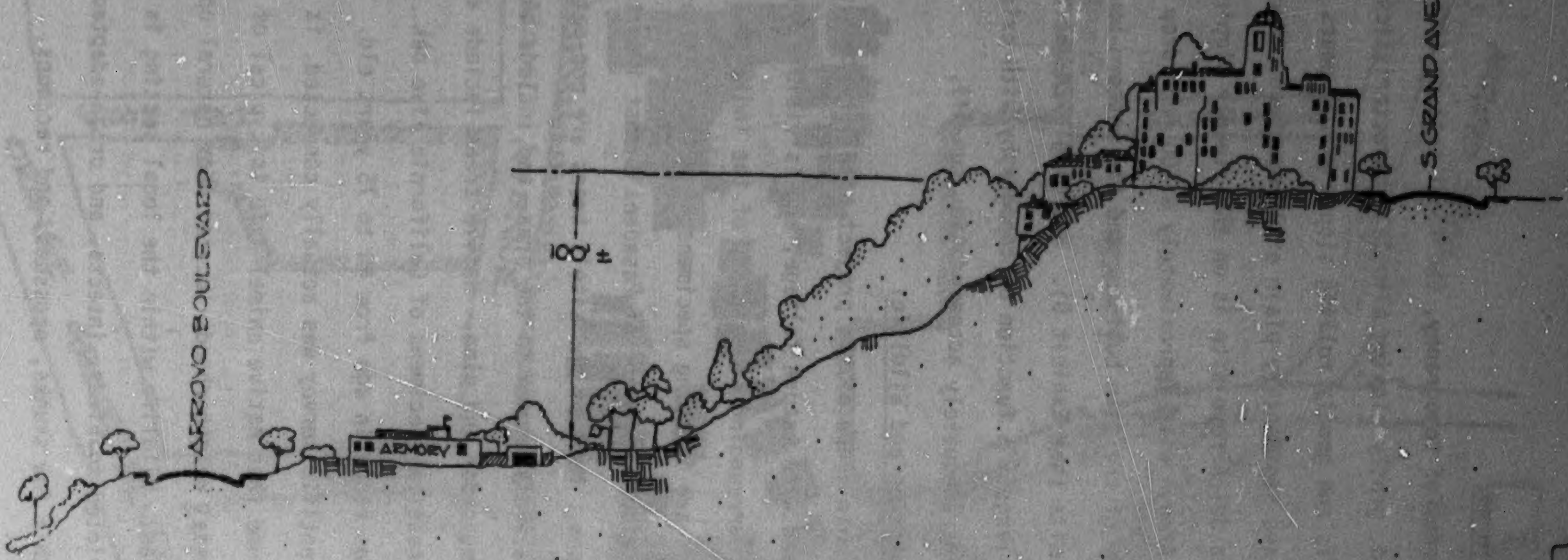
### 5.2.2 Landforms:

In terms of topography, the local setting displays both broad, gently sloping alluvial characteristics with eroded bluffs and gently rolling slopes as one nears the washed out and sedimentary plain of Arroyo Seco. Much of the Vista del Arroyo site is on the steeply sloping wall of the Arroyo with approximately a 100 foot drop between the lobby of the main building and the western boundary of the site (see Exhibit D). Hydrologic characteristics are largely a function of topography with existing storm drains adequately accommodating run-off.

### 5.2.3 Vegetation and Wildlife:

The main slope of the project site is extensively landscaped with mature foliage, and is visible from much of the surrounding area. Many of the individual plants and trees are imposing specimens, and they make an essential contribution to one of Pasadena's most important cityscapes. Most of the site's trees are non-native, but are relatively common to the area, and include eucalyptus, palm, cedar and pine. Native trees include at least two impressive specimens of California live oak. Most of the trees range in age from 40 to 75 years old. While no scientific survey was actually conducted, it is safe to assume that native animal life is typical of most residential neighborhoods located near natural open space areas. Wildlife within the local setting is largely restricted to birds, insects, and urban-adapted rodents, with a few skunks, opossums, and raccoons.

EXHIBIT D


S. GRAND AVENUE
100' ±
ARMORY
ARROYO BOULEVARD

CROSS SECTION THRU VISTA DEL ARROYO SITE
(LOOKING NORTH)

Exhibit taken from the Vista del Arroyo Interim Study Report prepared by the City of Pasadena.

5.2.4 **Natural Hazards:**

The city of Pasadena, like almost all of Los Angeles County, is in an area of high seismic risk. The nearest known faultlines are the Verdugo (one mile distant) and the Raymond Hill (two miles distant).

5.2.5 **Ambient Air Quality:**

Pasadena is located in the South Coast Air Basin in Southern California. This basin is a coastal plain bounded on the southwest by the Pacific Ocean and surrounded on the north and east by the San Gabriel and San Jacinto Mountains.

The precipitation in this area comes primarily from the great winter storms that move down the Pacific Coast. These storms begin early in the fall, become very heavy during winter, and grow milder in the spring. A very small amount of precipitation comes in summer thunderstorms, which are most often associated with tropical air flows from west Mexico or the Gulf of Mexico.

The wind system in the Pasadena area is dominated by the southwesterly wind from the ocean, which brings in cool moist air. These winds are generally light, characterizing the area as a region of high air pollution potential. Southwesterly winds at around 4.5 mph predominate in Pasadena, and average yearly wind speeds are around 3.0 mph.

Poor ventilation and shallow vertical mixing create an inadequate area to disperse emissions sufficiently. Added to this is the plentiful sunshine, which provides the energy to convert directly emitted contaminants (nitrogen oxides and hydrocarbons) into ozone, photochemical aerosol, and other secondary products.

Because of Pasadena's location to the northeast of Los Angeles and the southwesterly direction of prevailing winds, Pasadena receives regional pollutants from many other areas. This explains why Pasadena had one of the highest incidences of oxidant episodes (an episode describes a condition in which the concentration of an air pollutant has reached a level at which a potential health hazard exists) between 1975 and 1979 compared to other stations in the Metropolitan Los Angeles zone.

The most serious pollutants in Pasadena are photochemical oxidants. This type of air pollution, of which the automobile is a major source, has a region-wide impact and is one of the most serious concerns in the South Coast Air Basin.

In 1979, Pasadena had the following air quality characteristics:

Carbon monoxide - one hour Federal and state standard not exceeded; eight hour Federal standard exceeded on 25 days.

Nitrogen dioxide - state standard exceeded on 14 days.

Hydrocarbons - Federal standard exceeded on 154 days.

Sulfur dioxide - no violation of Federal or state standards.

Total suspended particulates - no violation of Federal standards, approximately half of the days monitored exceeded state standards.

Lead - Federal and state standards exceeded less than 5 days.

This topic is discussed in more detail in Appendix 3.

### 5.2.6 Ambient Noise:

Noise levels were monitored at these five intersections near the project:

Orange Grove and California
Orange Grove and Green
Grand and Del Rosa
Arroyo and California
Arroyo and Westminster

The noisiest locations were along Orange Grove, which is a major arterial. The other three locations were significantly more quiet. Noise levels along Arroyo Boulevard are dominated by background noise from the Ventura Freeway (Route 134) and Colorado Blvd. For more exact information on noise levels, refer to Appendix 3.

### 5.2.7 Natural or Depletable Resources:

This action will consume the resources typical of normal building construction and operation.

## 5.3 SOCIO-ECONOMIC AND LAND-USE FACTORS:

### 5.3.1 Present Land-Use and Plans:

Pasadena is heavily urbanized with little land remaining for new developments. Functional obsolescence and physical deterioration of many parts of the central business area have recently necessitated major rehabilitation and redevelopment. Current land use for the project area is shown in Exhibit E. Since the inception of the General Plan for the area in 1961, the local setting (see Exhibit F) has undergone relatively little change from the document's direction for future land use in the area. Planned revisions by the City are not anticipated to involve any significant alteration in the area's land use development.

### 5.3.2 Commercial Activity and Employment: *

The economy of the Los Angeles Standard Metropolitan Statistical Area is well developed and diversified, and its employment base has recorded steady growth. The City of Pasadena has experienced a drop in population since 1960, but retail sales have shown a strong growth pattern. (See chart below).

| | 1950 | 1960 | 1970 | 1978 |
|---|---|---|---|---|
| Population in County (000) | 4,152 | 6,039 | 7,032 | 7,164 |
| Population in City Limits (000) | 104.6 | 116.4 | 113 | 108 |
| Retail Sales, County (millions) | 5,248 | 9,841 | 15,954 | 31,851 |
| Retail Sales, City (millions) | N/A | 317 | 339 | 586 |

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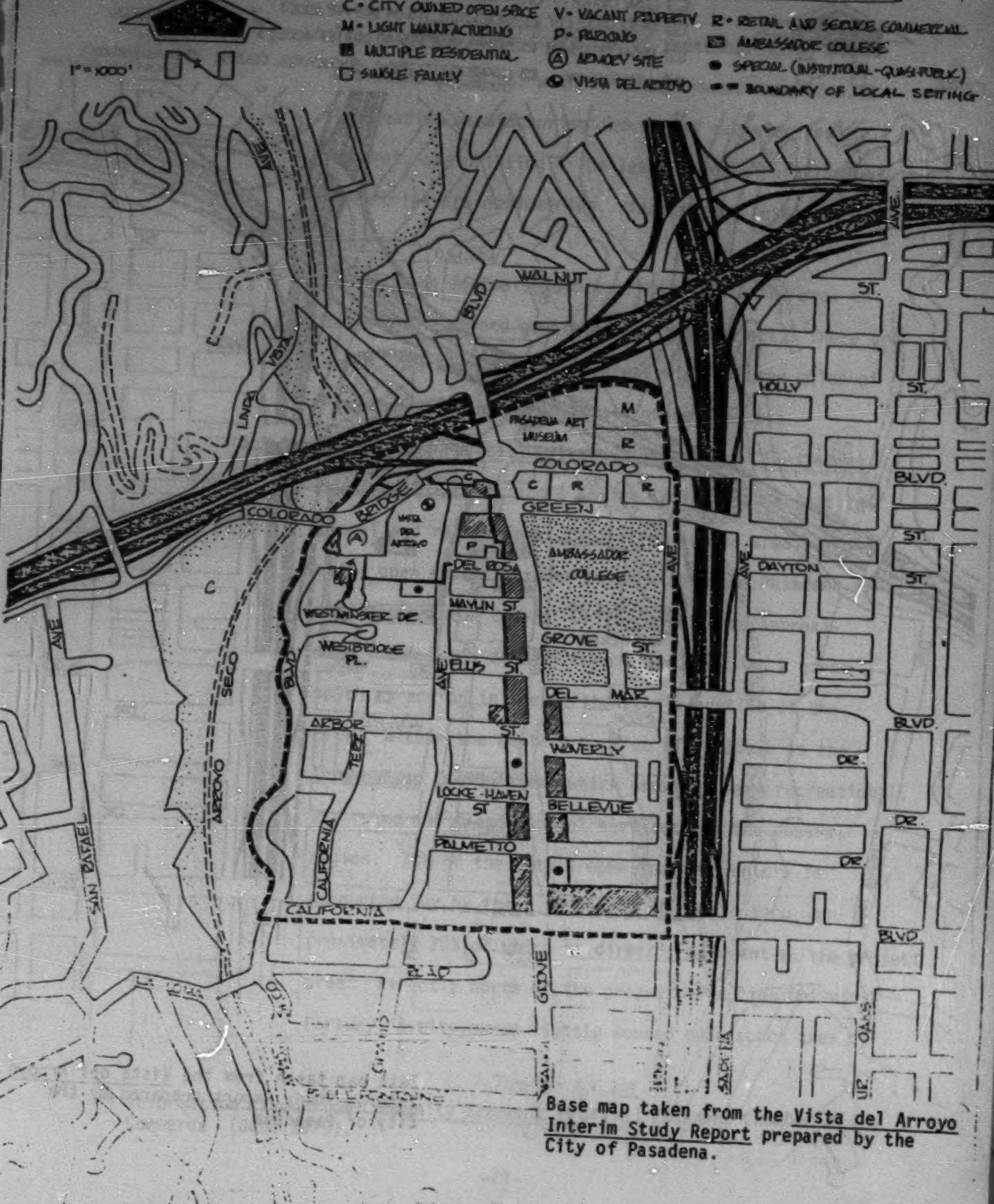
*Information taken from Community Economic Profile, Pasadena Chamber of Commerce (June, 1979).

EXHIBIT E

# GENERAL LAND USE

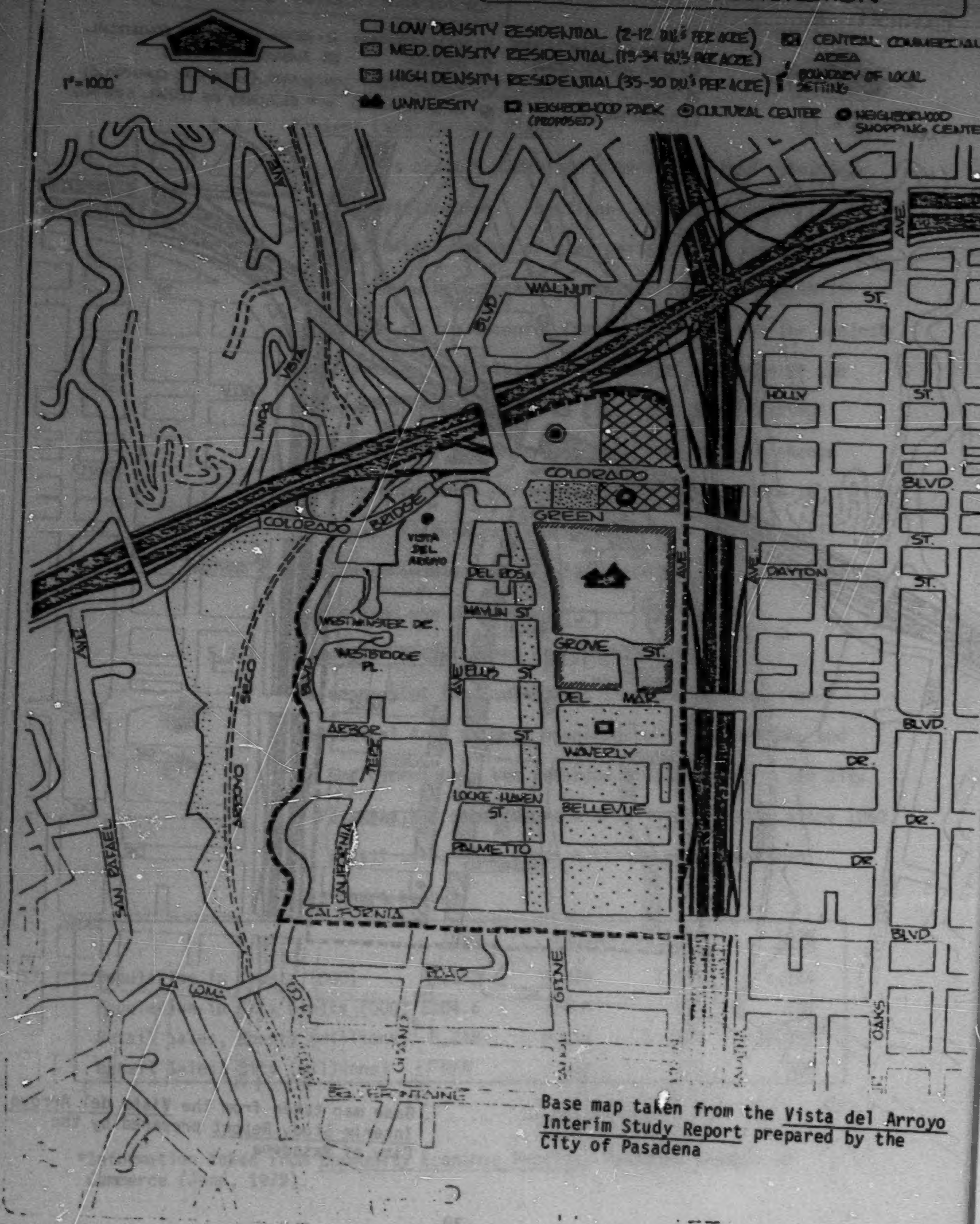


N
1" = 1000'
C • CITY OWNED OPEN SPACE
M • LIGHT MANUFACTURING
▨ MULTIPLE RESIDENTIAL
☐ SINGLE FAMILY
V • VACANT PROPERTY
P • PARKING
Ⓐ ARMORY SITE
● VISTA DEL ARROYO
R • RETAIL AND SERVICE COMMERCIAL
▨ AMBASSADOR COLLEGE
● SPECIAL (INSTITUTIONAL-QUASI-PUBLIC)
- - BOUNDARY OF LOCAL SETTING
LINDA VISTA AVE.
WALNUT ST.
BLVD.
HOLLY ST.
PASADENA ART MUSEUM
M
R
COLORADO BLVD.
C
R
R
COLORADO BRIDGE
VISTA DEL ARROYO
A
GREEN ST.
P
DEL ROSA
AMBASSADOR COLLEGE
DAYTON ST.
AVE.
AVE.
C
MAYLIN ST.
WESTMINSTER DR.
WESTBRIDGE PL.
GROVE ST.
WELLS ST.
DEL MAR BLVD.
ARBOR ST.
TERR.
WAVERLY DR.
ARROYO SECO
ARROYO BLVD.
LOCKE HAVEN ST
BELLEVUE DR.
PALMETTO DR.
CALIFORNIA
CALIFORNIA BLVD.
SAN RAFAEL AVE.
GRAND
GROVE
OAKS
PASADENA
FAIRMOUNT

Base map taken from the Vista del Arroyo Interim Study Report prepared by the City of Pasadena.

EXHIBIT F

## GENERAL PLAN DESIGNATION


1" = 1000'
N
LOW DENSITY RESIDENTIAL (2-12 DU'S PER ACRE)
MED. DENSITY RESIDENTIAL (13-34 DU'S PER ACRE)
HIGH DENSITY RESIDENTIAL (35-50 DU'S PER ACRE)
CENTRAL COMMERCIAL AREA
BOUNDARY OF LOCAL SETTING
UNIVERSITY
NEIGHBORHOOD PARK (PROPOSED)
CULTURAL CENTER
NEIGHBORHOOD SHOPPING CENTER
WALNUT
BLVD.
AVE.
LINDA VISTA
COLORADO
COLORADO BRIDGE
VISTA DEL ARROYO
GREEN
DEL ROSA
HAYLIN ST.
WESTMINSTER DR.
WESTBRIDGE PL.
WELLS ST.
GROVE ST.
DEL MAR
ARBOR
TERR.
ST.
WAVERLY
BELLEVUE
LOCKE HAVEN ST.
PALMETTO
CALIFORNIA
SECO
ARROYO
SAN RAFAEL
LA LOMA
ROAD
GRAND
ORANGE
BELLEFONTAINE
PASADENA
OAKS
HOLLY
DAYTON
ST.
BLVD.
DR.

Base map taken from the Vista del Arroyo Interim Study Report prepared by the City of Pasadena

The Pasadena labor force (as of September 1978) was estimated at 58,853 with an unemployment rate of 4.6%. The leading manufacturing industries are electronics, apparel, and printing. The leading non-manufacturing industries are engineering, finance, and research.

5.3.3 Housing:*

There is an adequate supply of housing in the area to satisfy the demand generated by this project. There are seven suburban residential areas within three miles of Pasadena offering homes in all price brackets.

5.3.4 Open Space, Recreational and Institutional Facilities:

See Exhibits E, F, and G for an indication of institutional and recreational facilities in the area. Two major open space features exist within the Pasadena environs. Eaton Canyon, which constitutes approximately 395 acres of city open space, runs in a north-south direction in the northeasterly portion of the city. Within the western portion of Pasadena is the Arroyo Seco Canyon area, which provides many recreational, watershed and flood control services for the general region. 70% of the city's open space inventory is accounted for by the 1,850 acres of Arroyo Seco, approximately 20% of which is directly adjacent to the project area. Directly north of the project area lies Defenders Parkway, a city-owned lightly wooded open space area of

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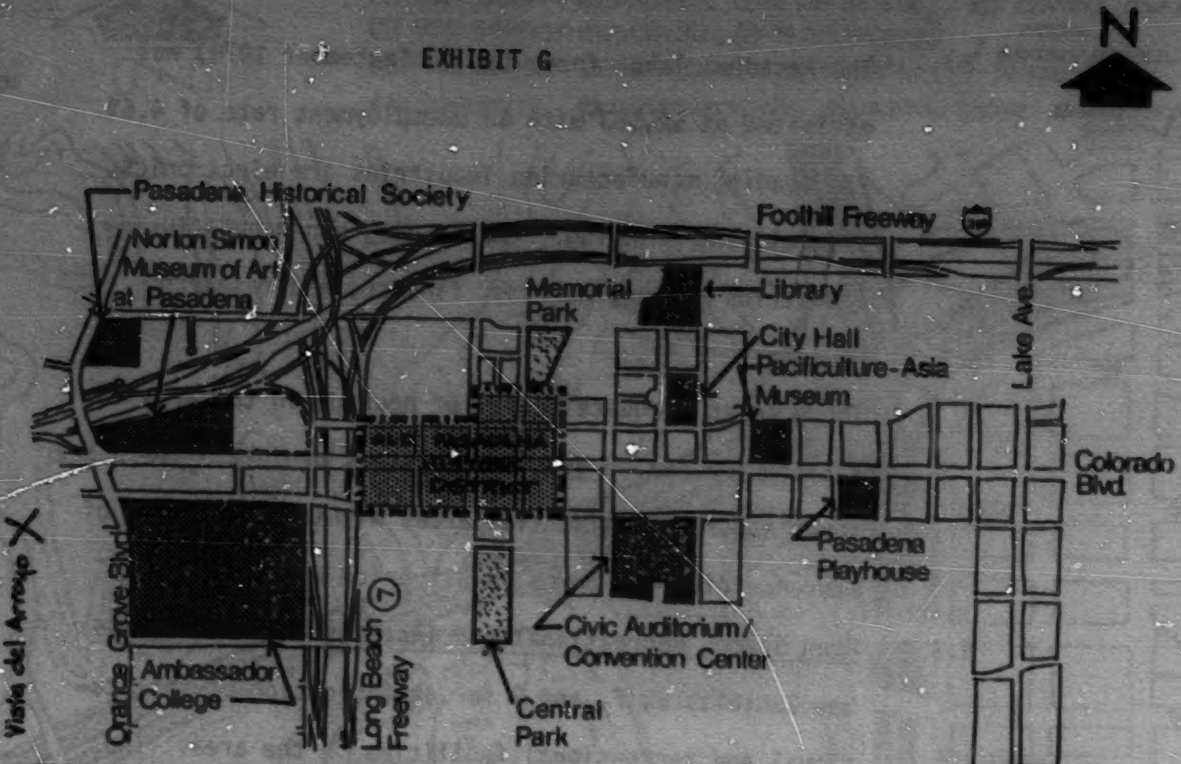
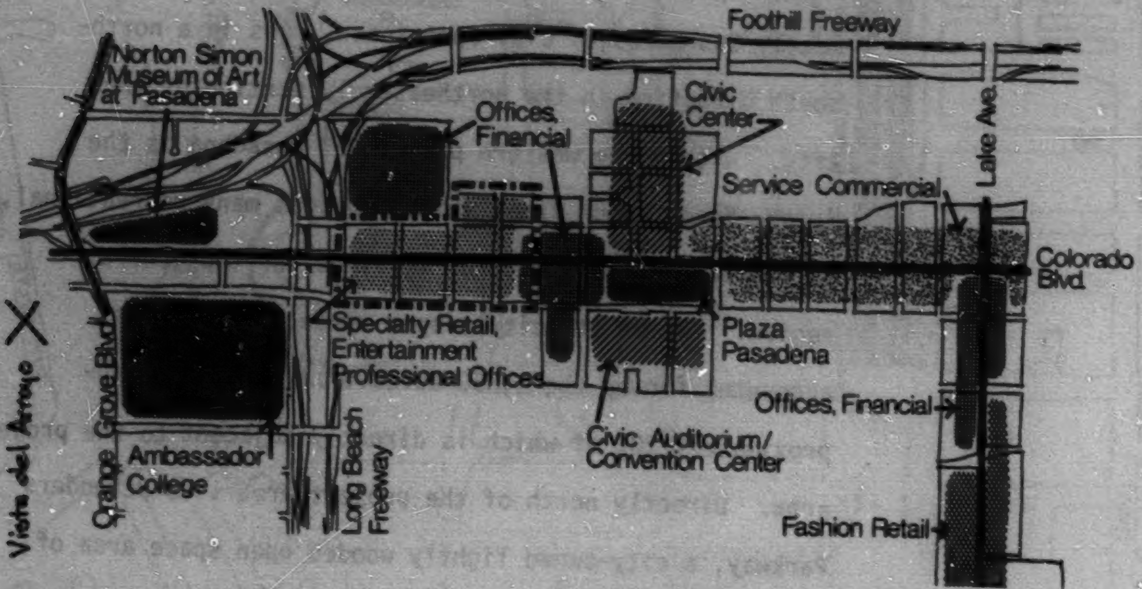
* Information taken from Community Economic Profile, Pasadena Chamber of Commerce (June 1979).

EXHIBIT G


N
Pasadena Historical Society
Norton Simon Museum of Art at Pasadena
Foothill Freeway
Memorial Park
Library
City Hall
Pacificulture-Asia Museum
Lake Ave.
Colorado Blvd.
Pasadena Playhouse
Civic Auditorium/ Convention Center
Central Park
Long Beach Freeway
Ambassador College
Orange Grove Blvd.
Vista del Arroyo

Civic and Cultural Areas


Foothill Freeway
Norton Simon Museum of Art at Pasadena
Offices, Financial
Civic Center
Service Commercial
Lake Ave.
Colorado Blvd.
Specialty Retail, Entertainment Professional Offices
Plaza Pasadena
Offices, Financial
Civic Auditorium/ Convention Center
Fashion Retail
Ambassador College
Orange Grove Blvd.
Long Beach Freeway
Vista del Arroyo

Base map taken from A Plan for Old Pasadena prepared for the City in 1978 by the Arroyo Group.

Downtown Activity Pattern

approximately one acre which serves as a buffer to the highway.

### 5.3.5 Aesthetic and/or Architectural Character:

The area around the proposed project is predominantly single-family owner-occupied homes. These well-maintained houses are basically of wood and stucco construction. The scenic quality and imagery of streets within the local setting are well recognized. The Arroyo Seco and unique semi-wooded environment are an integral part of the aesthetics of the area.

## 5.4 HISTORIC AND CULTURAL ELEMENTS:

### 5.4.1 Historic Elements:

There are a number of Pasadena properties listed on the National Register of Historic Places. Most of these are private residences, including the well-known Gamble House by Greene and Greene. The Pasadena Civic Center District, roughly bounded by Walnut Street, Raymond Avenue, Green Street and Euclid Avenue, was placed on the National Register in July, 1980. The Colorado Street Bridge, directly adjacent to the project, is on the National Register, and the Vista del Arroyo itself was placed on the National Register in April, 1981. The historic significance of the Vista del Arroyo is explained in Appendix 2. In addition, the project site is located in the area of the original Indiana Colony which was the first Yankee settlement in what is now Pasadena.

5.4.2 Distinctive Architectural Works:

Aside from the Gamble House and the Colorado Street Bridge, the Pasadena City Hall and the Rose Bowl are the City's most important landmarks. Old resort hotels such as the Green, the Huntington, and the Vista del Arroyo are also distinctive architectural sites. There are also many notable houses of architectural merit which were built during the 1920's and 1930's. The immediate neighborhood around the project is one of very fine homes, many of architectural significance. The first building south of the site on South Grand is the Shakespeare Club and was designed by Sylvanus Marston. The next two residences south are bungalow/mansions both designed by Charles and Henry Greene. Next, south is a large mansion designed by Reginald Johnson which has over the past fifty years appeared on several occasions in architectural literature. The whole neighborhood is likely eligible for the National Register.

5.4.3 Archaeological Sites;

There are no known archaeological sites in the area.

5.4.4 Other Cultural:

Pasadena is well known for its annual Tournament of Roses Parade and Rose Bowl festivities which occur on New Year's Day of each year. These festivities are well planned, revenue-producing, and deeply entrenched in the community's history. The route of the parade, along South Orange Grove

Boulevard and east along Colorado Boulevard, is an important part of the local setting. See other cultural facilities in Exhibit 6.

## 5.5 UTILITIES AND SERVICES:

### 5.5.1 Electricity:

The city-supplied electrical service is adequate. Power is provided through a standard 4 Kv system, with a 17 Kv system to service large users.

### 5.5.2 Other Sources of Available Energy:

The project may use natural gas, fuel oil or solar energy if it is deemed economically feasible.

### 5.5.3 Solid Waste Disposal:

Solid waste is deposited in approved county landfills.

### 5.5.4 Water:

City supplied water services are adequate. Maximum pumping capacity is 74 million gallons per day, with an average consumption of 25.5 million gallons per day.

### 5.5.5 Sewage System:

Sewer lines within the area, while relatively old, are capable of accommodating existing demand. The capacity of the county facility is 380 million gallons per day with a peak flow from Pasadena of 21 million gallons per day. A primary treatment plant serves the area. Sewer service is provided from the site to an 8" line under Arroyo Boulevard. Parallel to the 8" line at the point of intersection with the project's sewer lateral is a 22" trunk line.

## 5.6 TRANSPORTATION AND PARKING:

### 5.6.1 Existing Roadnet:

A circulation plan is shown in Exhibit H. The following major roadways serve the project area:

1. Foothill Freeway (Interstate-210) is a multi-lane freeway which provides east-west access. When it connects westerly with Ventura Freeway (State Route 134), the I-210 turns northerly to serve the La Crescenta and La Canada areas.
2. Ventura Freeway (State Route 134) connects easterly with Foothill Freeway and westerly with the Hollywood Freeway and provides east-west access to the site for the residential areas in Glendale, Burbank, and Hollywood.
3. Long Beach Freeway (State Route 7) currently ends approximately 3,500 feet south of the Foothill Freeway/Ventura Freeway interchange and continues southerly with a 4.5 mile gap in the middle. It provides north-south access for the residential areas in Downey and Long Beach areas.
4. Pasadena Freeway (State Route 11) is a six-lane freeway which provides north-south access for the employees residing in downtown Los Angeles.
5. Orange Grove Boulevard provides two travel lanes in each direction through this section separated by a double-yellow line.
6. Colorado Boulevard is a four-lane, major east-west arterial street in Pasadena. West of Orange Grove

Boulevard, Colorado Boulevard narrows to a two-lane roadway on the Old Colorado Boulevard Bridge across Lower Arroyo Park.

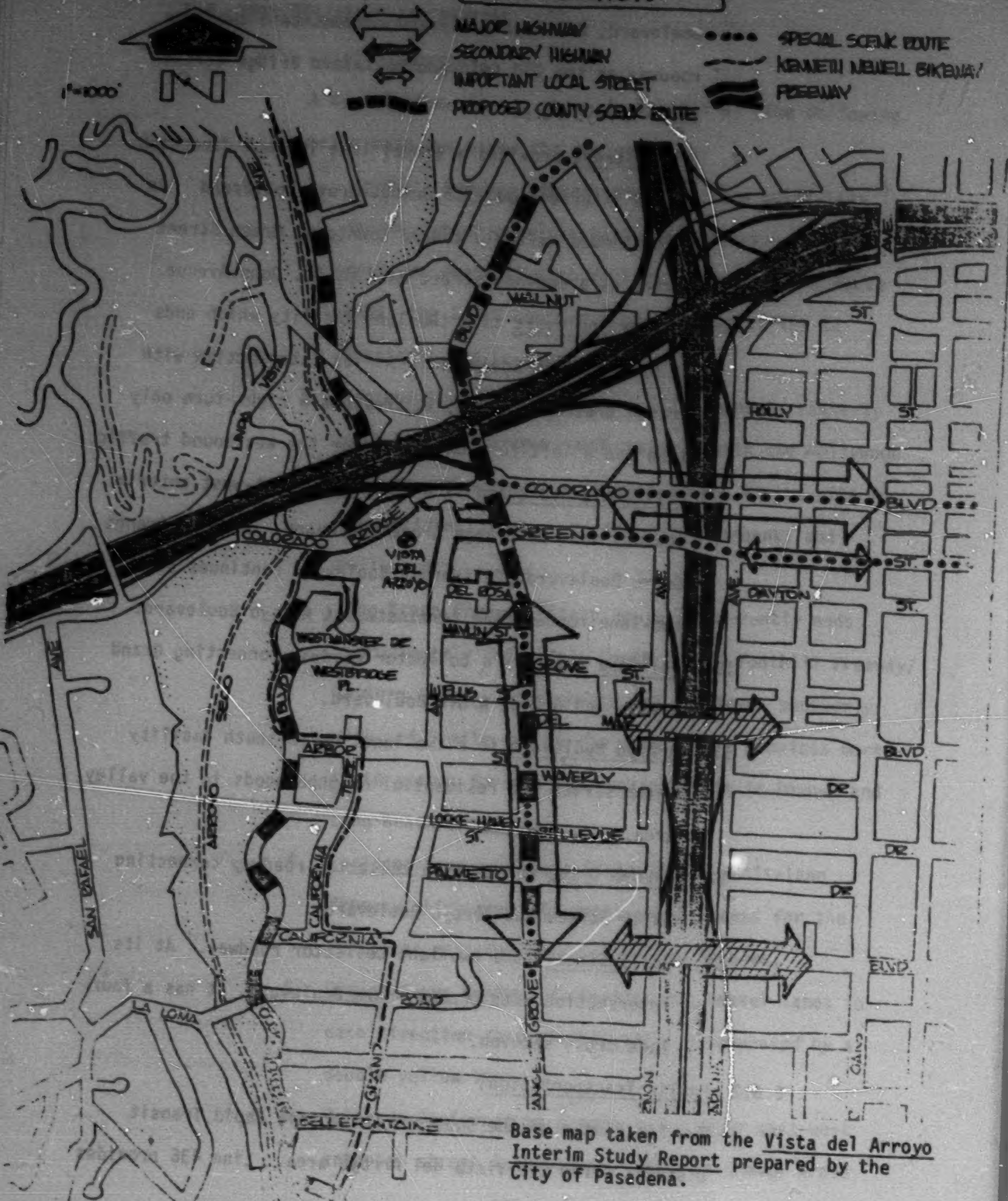
7. Green Street provides a travel lane in each direction at its intersection with Orange Grove Boulevard. As it continues easterly toward downtown, Green Street serves as a one-way street east of St. John Avenue.
8. Del Mar Boulevard is a two-lane facility which ends at Orange Grove Boulevard. At its intersection with Orange Grove Boulevard, it provides a right-turn only lane and a left-turn only lane for the westbound traffic.
9. California Boulevard is a four-lane, east-west arterial roadway east of Orange Grove Boulevard. West of Orange Grove Boulevard, California Boulevard continues as a two-lane roadway and terminates at Arroyo Boulevard.
10. Del Rosa Drive is a collector roadway connecting Grand Avenue and Orange Grove Boulevard.
11. Arroyo Boulevard is a two-lane, north-south facility which serves the residential neighborhoods in the valley area.
12. Arroyo Drive serves as a collector roadway connecting Holly Street and Arroyo Boulevard.
13. Holly Street is a two-lane collector roadway. At its intersection with Orange Grove Boulevard, it has a four-lane cross section.

5.6.2 Public Transportation:

Two bus routes of the Southern California Rapid Transit District serve the Vista del Arroyo area. Line 436 provides

EXHIBIT H

# CIRCULATION


MAJOR HIGHWAY
SECONDARY HIGHWAY
IMPORTANT LOCAL STREET
PROPOSED COUNTY SCENIC ROUTE
SPECIAL SCENIC ROUTE
KENNETH NEWELL BIKEWAY
FREEWAY
1"=1000'
N
LINDA VISTA AVE
BLVD
WALNUT ST.
HOLLY ST.
COLORADO BLVD.
COLORADO BRIDGE
GREEN ST.
VISTA DEL ARROYO
DEL ROSA
DAYTON ST.
MAYLIN ST.
WESTMINSTER DR.
WESTBRIDGE PL.
GROVE ST.
ELLIS ST.
DEL MAR BLVD.
ARBOR ST.
TERR.
WAVERLY DR.
LOCKE HAVEN ST.
BELLEVUE DR.
PALMETTO DR.
CALIFORNIA BLVD.
ARROYO SECO
SAN RAFAEL AVE
LA LOMA
ARROYO BLVD.
GRAND
BELLEFONTAINE
ORANGE GROVE
PASADENA AVE
ARROYO PKWY.
FAIR OAKS AVE

Base map taken from the Vista del Arroyo Interim Study Report prepared by the City of Pasadena.

a headway of 15 minutes during peak hours on weekdays and utilizes Colorado Boulevard. Line 434 provides a headway of 30-40 minutes during peak hours on weekdays and uses Orange Grove Boulevard. The nearest bus stop is at the intersection of Colorado and Orange Grove, requiring a five minute walk to the site.

### 5.6.3 Parking:

There is very little off-site parking in the area that is feasible for use in this project. The Vista del Arroyo has four existing parking areas: (1) a large lot across Grand Avenue from the main building, which holds 150 cars and is scheduled for retention; (2) a small lot directly in front of the main building which holds approximately 10 cars and is scheduled for removal; (3) a lot to the north of the main building on Grand Avenue, which holds approximately 25 cars and is scheduled for expansion; and (4) a large lot at the bottom of the hill at Arroyo Boulevard, which has spaces for approximately 80 cars and for which no use is planned. This issue is explained in more detail in Appendix 3.

## 6. THE ENVIRONMENTAL CONSEQUENCES:

## 6.1 OVERVIEW OF THE SITE:

### 6.1.1 Location and Size:

The Vista del Arroyo is located at 125 South Grand Avenue, Pasadena, California. The site, situated adjacent to State Highway 134, has been unoccupied since 1973. The seven-story main building contains 143,000 gross square feet (105,000 net). Also on the site are 19 bungalows which vary in size from 2,000 to 12,000 square feet.

### 6.1.2 Reasons for Choosing the Site:

The Vista del Arroyo is the only existing Federally owned site in Pasadena that is capable of providing adequate facilities for the Court of Appeals. This property was also preferred by the Court, and its rehabilitation is in keeping with GSA's commitment to historic preservation.

## 6.2 IMPACT ON PHYSICAL CHARACTERISTICS:

### 6.2.1 Subsurface and Geological Conditions:

No significant impact is expected.

### 6.2.2 Landforms:

An extensive amount of demolition, grading, and paving will be necessary to provide space for parking in the bungalow area. These actions will increase runoff, change drainage, and cause visual scarring unless properly mitigated. GSA will attempt to keep grading to a minimum and will take measures to prevent excessive erosion and water runoff. The bank of the hill behind the main building will be maintained to protect the stability of the grounds. Existing drainage courses will be rehabilitated and improved as required. Additional landscaping will be used where necessary to mitigate these impacts.

### 6.2.3 Vegetation and Wildlife:

Proposed alterations to the site could have adverse impacts on valuable plant resources. Damage to root systems and alterations to subsurface moisture regimes or microclimate could result from the siting of new parking facilities and establishment of paths and walkways. Any of these disturbances, particularly within their root zones, could lead to the loss of specimen plants.

Major changes in the site's drainage pattern, or the introduction of landscaping materials with incompatible irrigation requirements could also be damaging. The proposed demolition of existing structures must also be carefully supervised if damage to valuable specimens is to be avoided.

A few mature trees will be removed for parking. GSA will attempt to incorporate the existing trees into the design scheme as much as possible. Exhibit I gives a general idea of which trees will be removed unless a special parking arrangement can avoid them. There will also be some effort to provide landscaping reminiscent of the original hotel.

### 6.2.4 Natural Hazards:

No significant impact is expected. A seismic hazard study of the main building was completed by the firm of Hillman, Biddison and Loevenguth in September 1980. Work items identified in this study will be completed to rehabilitate the main building to current Government seismic standards.

### 6.2.5 Ambient Air Quality:

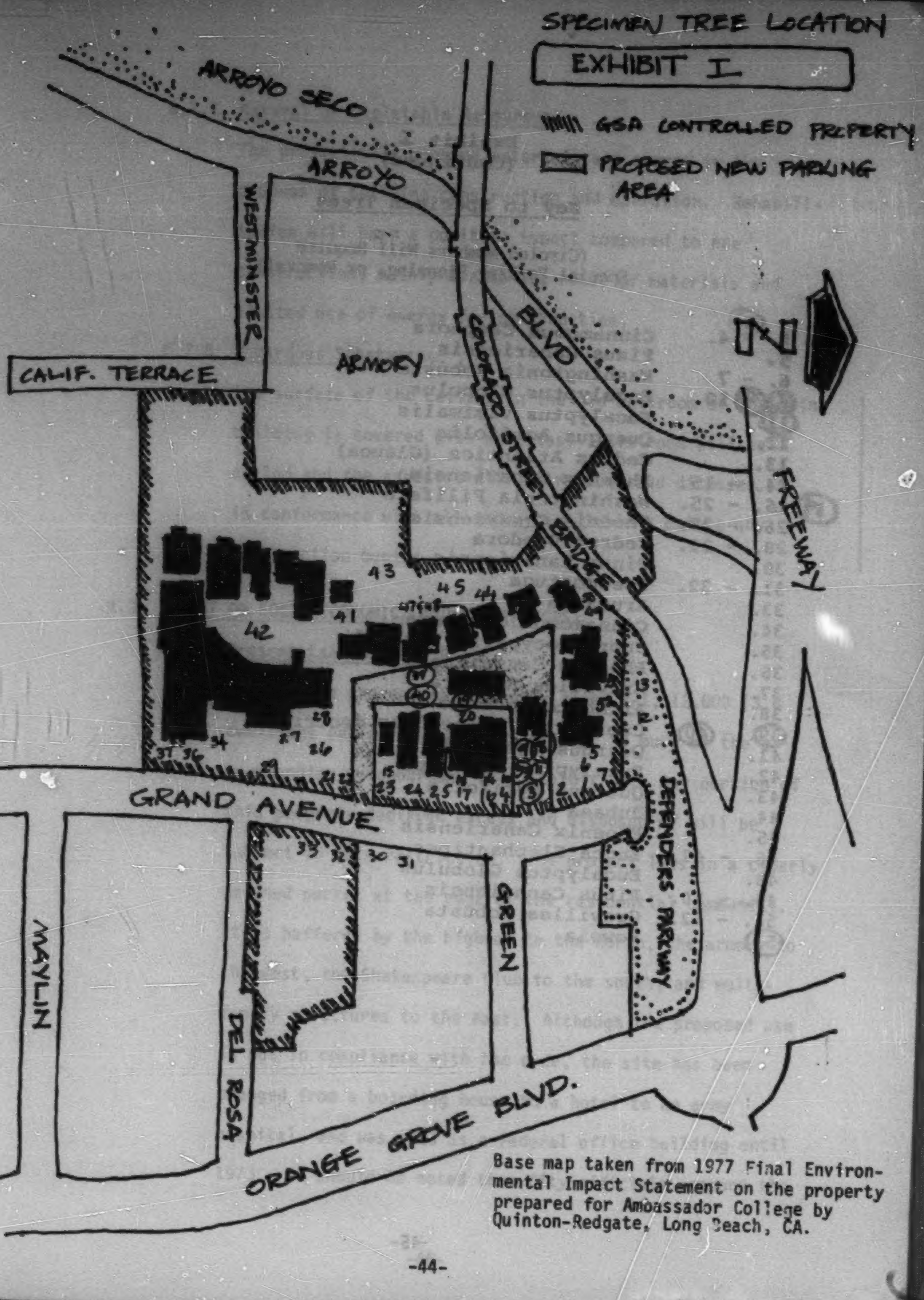
The project has been assessed in terms of the impact of vehicular emissions. It is estimated that the proposed project will cause a .26 percent increase in hydrocarbon emissions, a .36 percent increase in CO emissions, and a .22 percent increase in nitrogen oxide emissions. These increases are negligible and, therefore, the impact is not significant.

A hot-spot analysis of carbon monoxide was performed at two receptors in sensitive locations near the project. Even under worst case conditions, the impact is not considered significant.

The impacts of the project on lead concentrations and particulate emissions in the area were also assessed and not considered significant. Details of these analyses are contained in Appendix 3.

### 6.2.6 Ambient Noise:

Noise impacts were monitored at five sensitive locations in the project area during the morning, noon, and evening peak hour. Assuming the worst case alternative, it is estimated that the project will cause a very minor (less than 3dBA) increase in traffic noise on nearby streets. Details of this analysis are contained in Appendix 3.


SPECIMEN TREE LOCATION
EXHIBIT I
GSA CONTROLLED PROPERTY
PROPOSED NEW PARKING AREA
N
ARROYO SECO
ARROYO
WESTMINSTER
CALIF. TERRACE
ARMORY
COLORADO STREET BRIDGE
BLVD
FREEWAY
DEFENDERS PARKWAY
GRAND AVENUE
GREEN
MAYLIN
DEL ROSA
ORANGE GROVE BLVD.
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Base map taken from 1977 Final Environmental Impact Statement on the property prepared for Ambassador College by Quinton-Redgate, Long Beach, CA.

## Exhibit I
(Continued)

## Key to Specimen Trees

(Circled Numbers Will Require Special Parking Planning, or Removal)

| | |
|---|---|
| 1. ③ - 4. | Cinnamomum Camphora |
| 5. | Pinus Canariensis |
| 6. - 7 | Washingtonia Robusta |
| ⑧ ⑨ 10. | Eucalyptus Globulus |
| ⑪ | Eucalyptus Vimimalis |
| 12. | Querqus Agrifolia |
| 13. | Cedrus Atlantica (Glauca) |
| 14. - 15. | Phoenix Canariensis |
| ⑰ 16. - 25. | Washingtonia Filifera |
| 26. - 27. | Phoenix Canariensis |
| 28. - 29. | Cedrus Deodora |
| 30. | Pinus Canariensis |
| 31. - 32. | Pseudostuga |
| 33. | Arucaria |
| 34. | Cinnamomum Camphora |
| 35. | Cupressocyparis leylandi |
| 36. | Phoenix Canariensis |
| 37. | Grevillea Robusta |
| 38. | Archonto-phoenix |
| ㊴ - ㊵ | Cupressus (Calocedrus decurrens) |
| 41. | Querqus Agrifolia |
| 42. | Eucalyptus Globulus |
| 43. | Querqus Agrifolia |
| 44. | Jubaea |
| 45. | Phoenix Canariensis |
| 46. - 47. | Yucca Elephantipes |
| 48. | Eucalyptus Globulus |
| 49. - 50. | Pinus Canariensis |
| 51. - 52. | Grevillea Robusta |
| (53) | Howeia |

### 6.2.7 Natural or Depletable Resources:

The project will consume materials and energy in the process of building construction and operation. Rehabilitation will have a positive impact compared to new construction, mainly due to its reuse of materials and limited use of energy for construction.

### 6.2.8 Hazardous Substances:

The surface of the ceiling in the old ballroom of the main building is covered with asbestos. This room will be sealed, and the asbestos will be removed and disposed of in conformance with all safety regulations before any construction begins.

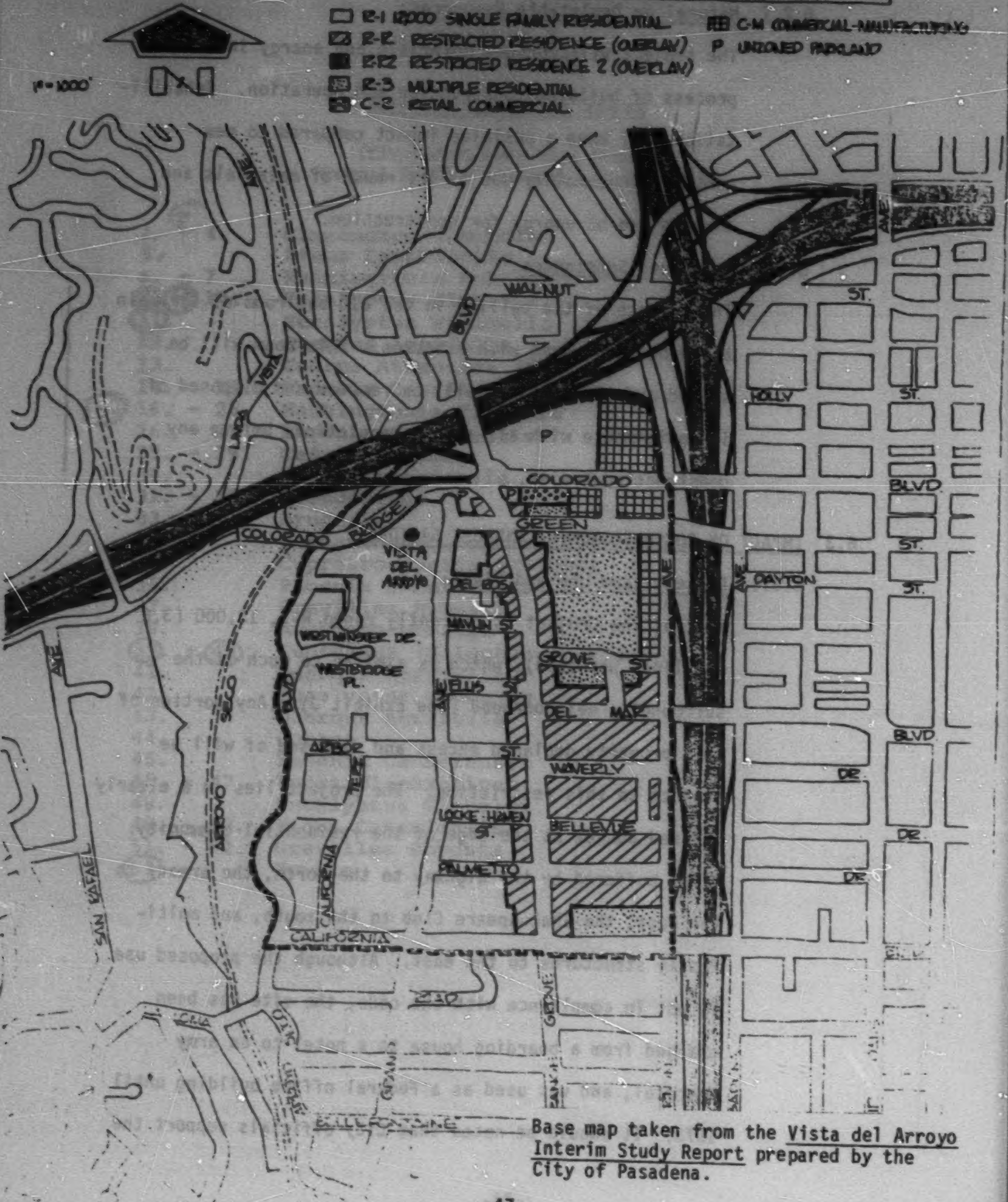
## 6.3 IMPACT ON SOCIO-ECONOMIC/LAND-USE FACTORS:

### 6.3.1 Present Land-use and Plans:

Most of the project is currently zoned R-1, 12,000 (3.6 dwellings per acre), which is similar to much of the surrounding neighborhood (see Exhibit J). Any portion of this property declared excess and disposed of will be subject to this restriction. The project lies in a clearly defined pocket at the edge of the residential community. It is buffered by the highway to the north, the armory to the west, the Shakespeare Club to the south, and multi-family structures to the east. Although the proposed use is not in compliance with the code, the site has been changed from a boarding house to a hotel to an army hospital, and was used as a Federal office building until 1973. It should be noted that City officials support the

EXHIBIT J

## EXISTING ZONING


R-1 12,000 SINGLE FAMILY RESIDENTIAL
R-R RESTRICTED RESIDENCE (OVERLAY)
R-R2 RESTRICTED RESIDENCE 2 (OVERLAY)
R-3 MULTIPLE RESIDENTIAL
C-2 RETAIL COMMERCIAL
C-M COMMERCIAL-MANUFACTURING
P UNZONED PARKLAND
1"=1000'
N
WALNUT
BLVD
ST.
HOLLY
ST.
P
COLORADO
BLVD
GREEN
ST.
DAYTON
ST.
AVE
AVE
COLORADO BRIDGE
VISTA DEL ARROYO
DEL ROSA
MAVLIN ST.
WESTMINSTER DR.
WESTBRIDGE PL.
GROVE ST.
WELLS ST.
DEL MAR
BLVD
ARBOR
ST.
WAVERLY
DR.
BELLEVUE
DR.
LOCKE HAVEN ST.
PALMETTO
DR.
CALIFORNIA
CALIFORNIA
LINDA VISTA
AVE
ARROYO SECO
BLVD
TERR.
SAN RAFAEL
AVE
BELLEFONTAINE

Base map taken from the Vista del Arroyo Interim Study Report prepared by the City of Pasadena.

proposed non-conforming use of the property despite the zoning conflict.

6.3.2 Commercial Activity and Employment:

The project may cause a slight increase in activities in the nearby commercial areas due to the increased number of workers in the area. Construction employment will increase for approximately one year. Otherwise, no significant impact is expected.

6.3.3 Housing:

This project will not generate any significant increase in Federal employment. As an adequate supply of housing exists within a reasonable commute area, no significant impact is expected.

6.3.4 Open Space, Recreational, and Institutional:

No significant impact is expected.

6.3.5 Aesthetic and/or Architectural Character:

As the subject property is very visible and has been steadily deteriorating for years, rehabilitation will increase the aesthetics of the area to some extent. Parking areas will have a negative impact, but this can be minimized by sensitive design and landscaping.

## 6.4 IMPACTS ON HISTORIC/CULTURAL ELEMENTS:

### 6.4.1 Historic Elements:

On April 2, 1981, the Vista del Arroyo complex was placed on the National Register of Historic Places. The City has also placed the Colorado Street Bridge immediately to the northwest of the site on the National Register. These are the only officially designated historic properties affected by this action. Renovation of the Vista del Arroyo main building will enhance the image of a significant cultural resource in the Pasadena cityscape.

There is the possibility that some, if not all, of the outlying bungalows may be rehabilitated for future use. If there is no Federal need for the bungalows they could be outleased or disposed of to non-Federal interests for their use. If so, one requirement of the transfer will be compliance with the Secretary of the Interior's Standards for Rehabilitation. In general, demolition of the bungalows is detrimental to the historic qualities of the property. Among the bungalows slated for demolition are those designed by well-known architects Myron Hunt and Marston-Van Pelt. GSA has taken these factors into consideration and arranged its parking plan such that a minimum number of the least visible bungalows need to be removed.

GSA hired the firm of Charles Hall Page and Associates to prepare both the formal National Register nomination (Appendix 2) and a Historic Structures Report for information and guidance on the project. The Historic Structures Report is a comprehensive plan for restoration of the main building. It identifies the significant features of the building and assesses their relative importance. (Note: copies of this report are available at the City Library, Pasadena Heritage, and the City Planning Office of Urban Conservation.)

The State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation have been contacted regarding this project, and, based on their input, GSA has determined that this project will have an adverse effect on the historic significance of this property. (Note that these impacts are discussed further in Section 6.7.)

6.4.2 Distinctive Architectural Works:

Some of the bungalows scheduled for demolition may be considered to have some architectural merit. See Section 6.7 for more discussion.

6.4.3 Archaeological Sites:

The property was investigated for a previous impact statement by Christopher Patton, MA, instructor in Anthropology and Archaeology at Ambassador College. He performed a surface survey and examination of exposed areas and found no evidence of anything of archaeological significance.

6.4.4 Other Cultural Elements:

No significant impact.

## 6.5 IMPACTS ON UTILITIES AND SERVICES:

6.5.1 Energy Requirements:

As it does with any rehabilitation project of this scope, GSA intensively studies ways of reducing the energy requirements of the building, and implements all cost-effective solutions. The estimated electrical demand for this project is 1,000 Kw. Annual consumption is estimated at 860,000 Kwh. There should be no significant impact on the areas's energy system.

### 6.5.2 Methods of Heating and Cooling:

As part of its energy study, GSA considers the use of alternative fuel sources. The demand for natural gas for this project is estimated at 2,500 cubic feet per hour, with an annual consumption of 14,000,000 cubic feet.

### 6.5.3 Solid Waste Disposal:

No significant impact is expected. Maximum use will be made of salvageable materials during construction. All laws and codes will be met during the disposal process. An estimated .75 tons per day of solid waste will be generated by this project.

### 6.5.4 Water and Sewage:

No significant impacts anticipated. An existing "two loop" system, currently serving the property, will be redesigned if necessary to conform to current standards. Water demand is estimated at 1,500 gpm, and consumption is estimated at 16,000 gpd. Sewage is estimated at 5,000 gpd.

## 6.6 IMPACTS ON TRANSPORTATION AND PARKING:

The impact of vehicular traffic associated with this project was assessed by a process of estimating the number of vehicle trips occuring on an average day and assigning these trips proportionately to the existing road system. A worst case scenario of 2,600 automobile trips per day was assumed, with a peak flow of 300 vehicles per hour in the afternoon. Even under this worst case alternative, all intersections in the area are projected to operate under conditions normally considered acceptable in urban areas.

Grand Avenue now accommodates 1,500 vehicles per day, an acceptable amount for a residential collector street. Placing all parking for this project along Grand Avenue, as proposed, would increase traffic on Grand south of the project by approximately 700 vehicles per day. The increase would place this portion of Grand Avenue near the top of the acceptable range for a residential collector street.

With this project, slightly over 2,000 new vehicle trips per day would occur along Green Street and the portion of Grand Avenue north of the hotel building. This exceeds the acceptable range for a street system of this type, but as both of these street sections are lined with higher density residential units, higher ranges of traffic are normally acceptable.

Although the consultant's report and City codes require that more parking be provided, GSA believes that 300 spaces will be adequate for this project. GSA's estimate is based on the occupants' projection of their needs, and the fact that this building will have approximately 40 percent fewer employees than an office building of comparable size. If, after the building is operational, additional parking or access to Colorado Boulevard is necessary, GSA will construct more parking on the northern portion of the property (see Exhibit K).

Parking the 300 vehicles estimated for this project is problematical due to the fact that there is little parking currently available in the area. GSA plans to utilize the 150 parking spaces in the current lot at Del Rosa and Grand to place a new parking area in a C-shaped lot north of the Vista del Arroyo main building (see Exhibit K). There is potential for this parking arrangement to adversely impact the visual quality of the area. GSA will mitigate this impact through the use of appropriate landscaping features.

These impacts are discussed in more detail in Appendix 3. Unavoidable impacts are discussed in Section 6.7.

## 6.7 MITIGATION OF UNAVOIDABLE IMPACTS:

Basically, there are two controversial, unavoidable impacts:

### 6.7.1 The Introduction of a Large Number of Autos Into a Residential and Historical Area:

The traffic report prepared by Barton-Aschman Associates in November 1980 (Appendix 3) recommends two alternatives as the most suitable means of satisfying the parking demands of this project. One of these alternatives, requiring a parking garage on the current parking lot at Del Rosa and Grand, has been judged too expensive and rejected by GSA. The consultant's second favored alternative, which has the least environmental impact, involved splitting the parking into two areas and placing employee parking in the existing lot at the bottom of the hill. However, without the provision of vertical transportation, employees would be tempted to park on neighborhood streets on top of the hill. Since providing this transportation has been judged too expensive, this second alternative has also been rejected.

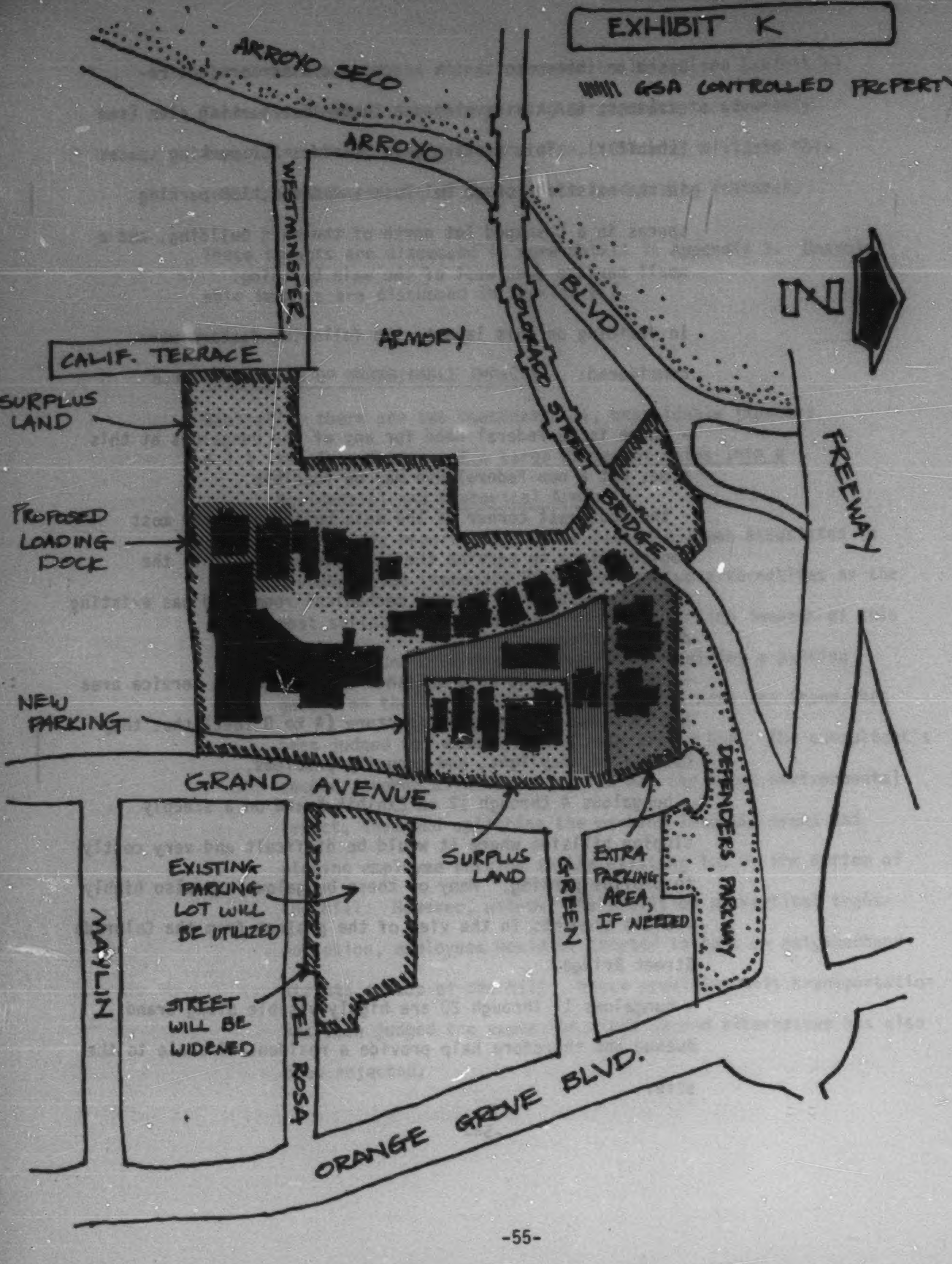
Based on the consultant's report and other project restraints, GSA has developed a compromise parking plan (see Exhibit K). This parking plan provides 150 parking spaces in the existing lot at Del Rosa and Grand, 150 parking spaces in a C-shaped lot north of the main building, and a small service area west of the main building.

In deciding on this layout, the following factors were considered:

- there is no Federal need for any of the bungalows at this time, but a non-Federal use may be feasible.
- the southwest corner of the main building is the most logical place to service the structure since it is the current location of a large mechanical room, and has existing driveway access.
- the bungalows to be demolished to provide the service area are so close to the main structure (4 to 8 feet) that they cause fire, daylight, and security problems.
- bungalows 4 through 12 on Exhibit K are on a steeply sloping hillside where it would be difficult and very costly to provide parking. Many of these bungalows are also highly visible elements in the view of the project from the Colorado Street Bridge.
- bungalows 17 through 20 are highly visible along Grand Avenue and therefore help provide a residential scale to the site.

## PARKING PLAN

## EXHIBIT K



▥ GSA CONTROLLED PROPERTY
N
ARROYO SECO
ARROYO
BLVD
WESTMINSTER
CALIF. TERRACE
ARMORY
COLORADO STREET BRIDGE
FREEWAY
SURPLUS LAND
PROPOSED LOADING DOCK
NEW PARKING
GRAND AVENUE
SURPLUS LAND
EXTRA PARKING AREA, IF NEEDED
DEFENDERS PARKWAY
GREEN
EXISTING PARKING LOT WILL BE UTILIZED
STREET WILL BE WIDENED
MAYLIN
DEL ROSA
ORANGE GROVE BLVD.

- bungalows 13 through 16 are located on the least visible part of the site as they are hidden from the Colorado Street Bridge and set back from Grand Avenue.
- 300 parking spaces should be sufficient to eliminate the need for street parking; if more parking is needed, GSA will construct additional spaces in the area indicated by Exhibit K.
- parking directly in front of the main building (along Grand Avenue) would seriously compromise the visual and historic qualities of the site.

In order to mitigate the higher flow of traffic that will result on Del Rosa Drive, GSA proposes to widen the street by recessing that side of the existing parking lot. In addition, access to Colorado Boulevard from the northern parking lot will be constructed if the need arises after the building becomes operational. This would require an easement from the City across the western tip of Defenders Parkway.

### 6.7.2 Maintaining the Historic Integrity of the Property:

In his letter of January 30, 1980, the State Historic Preservation Officer (SHPO) indicated that disposal of the unneeded portion of the Vista del Arroyo complex without adequate protections would result in adverse effects to the property. There also has been some concern by local citizens, the SHPO, and the Advisory Council on Historic Preservation (ACHP) over demolition of bungalows and the introduction of parking on the site. This affects both the Vista del Arroyo site and the bridge, which is integrally tied to any change in the bungalows due to the significance of the view of the project from the bridge.

In consideration of these concerns and in compliance with historic preservation legislation and regulations, GSA will do the following:

- submit all project drawings and specifications (at both the tentative and final level) and the Historic Structures Report to both the SHPO and ACHP for review and comment before starting construction.
- subject to SHPO and ACHP approval, include a deed restriction for any portion of the property to be transferred from Federal control or outleased. This restriction would require that any development be in compliance with the Secretary of the Interior's Standards for Rehabilitation.
- if any of the bungalows scheduled for demolition are determined noteworthy by the SHPO or ACHP, GSA will allow removal of the bungalow from the site to a suitable location (if feasible) or acquire documentary photographs or drawings of the buildings before demolition, if required.

Based on input from the ACHP and the SHPO, GSA has made a preliminary determination of adverse effect for this project. This impact statement shall serve as further notification to the SHPO and as GSA's official request for ACHP review and comment as required in 36 CFR 800. This impact statement shall serve as the preliminary case report required under these regulations.

The proposed parking scheme involves demolition of four bungalows on the property. This is considered an adverse effect under Section 800.3(b)(1) of the ACHP regulations. Destruction of the bungalows could be mitigated if the City were to consider allowing GSA to utilize a parcel of the adjoining Defenders Parkway equivalent to the area saved. This is a viable alternative for project purposes, but has been rejected by the City. The intrusion of the parking can be softened by use of new landscaping features to blend the parking area to the site, and by saving a maximum number of existing trees.

In summary, GSA considers that if mitigated as outlined, the loss of bungalows, parking intrusions, loss of trees, expenditure of resources, etc., are worthwhile compromises for restoration of the main building and nearby areas for an active and needed use.

## 6.8 IMPACTS OF NEW CONSTRUCTION:

New construction, whether by lease or direct Federal involvement, would have many of the same environmental impacts as Alternative 1. The differences are noted below:

1. The site would be located in the City's central business area.
2. The trees and bungalows scheduled for removal in Alternative 1 would remain.
3. More natural resources would be consumed during construction.
4. An historic, highly visible landmark would continue to deteriorate, at least until the property was disposed of.

5. Less energy would be consumed during building operation.

6. There would be less traffic in the neighborhood surrounding the Vista del Arroyo, at least until a new use was found for the property.

There may be other differing impacts for this alternative, but they are difficult to discern without a specific site.

## 7. LIST OF PERSONNEL INVOLVED IN PREPARATION OF THIS STATEMENT

### A. Environmental Impact Statement

Carl Blalock, Facilities Planner
GSA Region 9, San Francisco, California

### B. Historic Research

Charles Hall Page and Associates
San Francisco, California

### C. Parking Study and Air Quality, Noise and Traffic Report

Barton-Aschman Associates, Inc.
Pasadena, California

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Honorable Alan Cranston
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Corps of Engineers
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Education Department
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Environmental Protection Agency
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Washington, DC 20460

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Deputy Assistant Secretary
Environmental Affairs
Department of Commerce
Washington, DC 20230

Mr. Charles Custard
Director, Office of Environmental Affairs
Department of Health and Human Services
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Office of Environmental Policy
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# APPENDIX 1

## PROJECT CORRESPONDENCE
(in chronological order)

STATE OF CALIFORNIA—THE RESOURCES AGENCY

EDMUND G. BROWN JR., Governo

DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 2390
SACRAMENTO 95811
(916) 445-8006

December 14, 1977

Mr. Eldon Kirby
Regional Historic Preservation Liaison
General Services Administration
525 Market Street, Mailing Station 30 A
San Francisco, CA 94105

Dear Mr. Kirby:

By telephone inquiry of December 13, 1977 the Historic Preservation Office, General Services Administration, Washington, D.C., requested that the State Office of Historic Preservation provide further comments on the historical and cultural significance of the Pasadena Federal Support Center (Hotel Vista del Arroyo) in the City of Pasadena, California.

In a previous letter signed by Mr. Herbert Rhodes sent to the U.S. Department of Health, Education, and Welfare Mr. Rhodes had communicted his opinion that the Federal Support Center is eligible for inclusion in the National Register. As the new State Historic Preservation Officer for California, I concur with Mr. Rhodes' judgment that the Vista del Arroyo is eligible as a complex of socially, historically, and architecturally significant properties representing a life style that essentially terminated during the depression period.

The Vista del Arroyo contributed to Pasadena's reputation as an important luxury winter resort area. As a member of the Linnard chain of hotels, the Vista's prominence as a garden hotel equalled that of the Huntington Hotel during the 1920's. Dr. David Gebhard, in the publication A Guide to Architecture in Los Angeles and Southern California, describes Pasadena "as a fashionable winter resort with large hotels modeled on the scale of spas in Atlantic City and in the White Mountains of New Hampshire." The popularity of the hotels contributed to Pasadena's architectural history by attracting well educated, culturally aggressive, financially stable population demanding villas in the latest modes of the east and those styles thought by the easterners to be suitable for the west. The architectural heritage of Pasadena has been influenced by such prominent architects as Marston, Maybury, Hunt, and Van Pelt who also assisted in the development of the Vista.

The Vista del Arroyo occupies a visually conspicuous location along the ridge of the Arroyo Seco integrated within a harmonious setting of a well designed walk way system and landscaping adjacent to the Colorado Street Bridge.

Enclosed is a copy of Mr. Rhodes' letter. I am also attaching additional information on the Vista del Arroyo.

Please feel free to contact Eugene Itogawa of my staff if you need any further assistance at (~~916~~) ~~322~~-8701.
8-552

Sincerely yours,

Knox Mellon

Dr. Knox Mellon
State Historic Preservation Officer
Office of Historic Preservation

EI:pbp

cc: Chip Onstad
Historic Preservation Office
General Services Administration
Washington, D.C.

Louis S. Wall
Advisory Council on Historic Preservation
P.O. Box 25085
Denver, Colorado 80225

Received GPE
FEB 21

-ERK
1. Gerry
2. File

United States Department of the Interior
HERITAGE CONSERVATION AND RECREATION SERVICE
~~NATIONAL PARK SERVICE~~
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

H32-880

FEB 16 1978

Mr. Eldon L. Kirby
Regional Historic Preservation Liaison
Public Buildings Service
General Services Administration
Region 9
525 Market Street
San Francisco, California 94105

Dear Mr. Kirby:

Thank you for your letter requesting a determination of eligibility for inclusion in the National Register pursuant to Executive Order 11593 or the National Historic Preservation Act of 1966, as amended. Our determination appears on the enclosed material.

As you understand, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis in order to bring about the best possible program decisions. This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. Any decision on the property in question and the responsibility for program planning concerning such properties lie with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

We are pleased to be of assistance in the consideration of historic resources in the planning process.

Sincerely yours,

William J. Murtagh

William J. Murtagh
Keeper of the National Register

Enclosure

# E.O.11593

## DETERMINATION OF ELIGIBILITY NOTIFICATION

## NATIONAL REGISTER OF HISTORIC PLACES

## OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

## NATIONAL PARK SERVICE

Request submitted by: Mr. Eldon L. Kirby GSA

Date request received: 1/23/78

Name of property: Vista del Arroyo Complex State: California

Location: Pasadena

Opinion of the State Historic Preservation Officer:

(X) Eligible ( ) Not eligible ( ) No response

Comments: "The Vista del Arroyo is eligible as a complex of socially, historically, and architecturally significant properties representing a life style that essentially terminated during the depression period... The Vista del Arroyo occupies a visually conspicuous location along the ridge of the Arroyo Seco integrated within a harmonious setting of a well designed walkway system and landscaping adjacent to the Colorado Street Bridge."

The Secretary of the Interior has determined that this property is:

(X) Eligible Applicable criteria: A, B, C, and exception G

Comments: See enclosed sheet.

( ) Not eligible

Comments:

( ) Documentation insufficient (see accompanying sheet explaining additional materials required)

Robert B. Rettig

Acting Keeper of the National Register

Date: 2/16/78

WASO-185
9/75

The Vista del Arroyo complex is eligible for the National Register for its architectural significance, its historical associations, and as an important visual element in the Pasadena cityscape.

It is of exceptional significance as a local landmark because of its location, design and configuration. Despite changes to the main building and the bungalows; the Vista remains a fine example of the Pasadena resort hotel typified by a large central hotel and associated bungalows. Although the present form of the main building is just less than 50 years old, many of the bungalows were built before 1928 and parts of the main building are much older than 50 years old.

The documentation we have on the bungalows indicates that many of them were designed by prominent Southern California architects. An onsite inspection by a member of the National Register staff indicated that while the bungalows have been damaged on the interior, their exteriors are basically intact. Many significant interior details still remain in the Maxwell Cottage. Hence, despite the deteriorated state of the bungalows, they have retained sufficient integrity to be eligible for the National Register. This determination thus includes the entire 13-acre complex.

STAR-NEWS, PASADENA TUESDAY, JULY 25, 1978

# Vista del Arroyo to house U.S. court?

By DICK LLOYD
Staff Writer

Pasadena's once elegant Vista del Arroyo Hotel, now a hollow sentinel standing watch over the Arroyo Seco, may become the new Southern California home of the Federal Court of Appeals, Ninth Circuit, U.S. Judge Ray Chambers told the Star-News Monday.

Judges of the Ninth Circuit are contemplating the move because of an increased need for space and future competition with the U.S. District Court for available offices in the Federal Courts building on Spring Street in downtown Los Angeles.

Judge Chambers indicated he will file a new rule change with the federal court system today providing that in addition to Los Angeles, San Francisco, Portland and Seattle, the Ninth Circuit also will meet in Pasadena.

That rule change, he said, will open the way for acquisition of the Vista del Arroyo by the federal court system. If the court does eventually open offices in Pasadena, those in Los Angeles will "wither on the vine," he said.

Discussion of the Vista del Arroyo has been under way ever since Ambassador College withdrew its application to acquire the vacant hotel for dormitory and library facilities last March, Judge Chambers said.

After two years of negotiation, Ambassador was cleared to take possession of the facilities, but at the last minute the college withdrew, since a stipulation in the transfer agreement prohibited use for any religious purposes.

The Vista del Arroyo, whose history dates to the 1890s, was rebuilt in the 1920s and became a rendezvous of the wealthy as a haven from Eastern climes. Yet it seemed to fall on hard times and it was acquired by the U.S. Army in World War II to become the McCormick Army Hospital.

At the close of the war, the hospital shut down and the facilities were converted for a variety of federal offices, although it never again was fully used. Today it stands as a vacant monument to a bygone era.

It is anticipated that Congress soon will increase the number of judges in the Ninth Circuit Court from 13 to 23, Judge Chambers said. Three or four would be assigned to the Los Angeles office, he believes.

By taking over the 15th, 16th and 17th floors of the Federal Courts building, added facilities which the new judges would require could be made available, he said. But those same facilities are needed by the U.S. District Court for its own expansion needs.

Anticipating such expansion, he said, the judges about a year ago began looking for added space and found that either new facilities would have to be built in downtown Los Angeles or other federal offices would have to be renovated.

The Vista del Arroyo could easily

Turn to back page, this section

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## Vista may be home for U.S. judges

Continued from Page A1

accommodate the appeals court, Judge Chambers said, although he did not speculate on how much it would cost. The General Services Administration, which has title to the building, precludes renovation of buildings if the cost exceeds 50 percent of what it would cost to build new facilities, he said.

"The theater on the first floor of the main building could be made over into the main courtroom," Judge Chambers said, "and two smaller courtrooms also could be located on the first floor." A large law library and judges' offices would go on the next two floors, he said.

Judge Chambers anticipates there may be some opposition in the judicial system to moving the court from Los Angeles. But he said that voting of the appeals court judges has been nearly unanimous in favor

He anticipates that beyond normal red tape in such a federal transaction, there will be little difficulty in acquiring the hotel property for the appeals court. "Where else could the GSA put us in Pasadena?" he asked. And he noted that the GSA has tried unsuccessfully for years to find a use for the property.

He believes that appendages to the hotel structure, installed when it was a military hospital, will be removed and the building restored to its former beauty. Parking lots in the front lawn area should be removed, he believes, feeling that parking across the street will be adequate for the court.

He believes that the cottages on the property also should be removed and that area made available for parking if other tenants are to be located on the fourth through seventh floors. Other structures, such as the famed Maxwell House, will not be affected, he said.

As a policy, the GSA would hold the property for federal use before trying to find other users for the building, said Judge Chambers. In the past, however, no governmental agency has indicated interest in the facility, perhaps mainly because of renovation costs.

There have been other proposals made for the building since Ambas-

ALL

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EFL Received 9F

AUG 3 197

MB

STAR-NEWS

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Published Daily & Sunday by Twin Coast Newspapers, Inc.
525 East Colorado Blvd., Pasadena, Ca. 91109

## Editorials

# Court in the Vista

Finding the best possible use of the Vista del Arroyo property is a problem which has long haunted Pasadena.

The Vista has a glorious history. It was the "in" hotel of the 1930s. Transmuted into a hotel by the Army during World War II, it served this nation well. The Veterans Administration wanted to continue it as a hospital after the war, but neighborhood objections prevented that use.

But the Army had done too good a job in converting the Vista into a hospital. The depth of the conversion and the strength of the structural changes made it economically unfeasible to convert it back to a hotel. Thus, the federal government has had a white elephant on its hands since 1945.

The government did make use of part of the structure which dominates the view over the Arroyo Seco in Pasadena. It once housed an immense procurement operation for all of the armed forces. It also has been the home for a military intelligence center. Rep. Carlos Moorhead maintained his offices there for the first few years he was in office.

But recently, the grand old hotel has stood empty. It has been used for such one-time functions as a large fund raising party by the Pasadena Symphony Juniors three years ago, but that's about all. Then the deal for Ambassador College to turn it into a dormitory and library fell through.

Consequently, the plan to refurbish part of the building for the U.S. Ninth Circuit Court of Appeals makes the most sense to the Star-News until somebody comes up with a better idea.

There are federal funds available to renovate historic federal buildings. The appeals court justices feel that the Vista is readily adaptable to their needs and would relieve the crush on court facilities in the Federal Building in Los Angeles.

That plan naturally is disappointing to a group which had just organized in the hope of finding funds to convert the hotel for senior citizen housing. The group's hopes probably were doomed from the start, however. Several people with money in hand have assessed the Vista for possible senior citizen housing in the past few years and have decided that it would be cheaper and better to erect new buildings for that purpose.

Likewise, many developers have licked their chops over that property over the years, but all knew that the only way to make a profit would be to tear all the buildings down and build high-rise condominiums.

It is highly doubtful that owners of the large single-family residences in that area would hold still for that intrusion and the Star-News tends to agree with their feelings.

As we said, unless someone comes up with a better idea rather quickly, the federal court idea is best and Pasadena should support the concept with vigor.

OCT 2 1978

Mo

**Pasadena**
Chamber of Commerce
and Civic Association

September 28, 1978

Mr. Arthur D. Barton
Regional Public Building Committee
General Services Administration
525 Market Street
San Francisco, CA 94105

Dear Mr. Barton:

At a recent Executive Committee meeting of the Pasadena Chamber of Commerce, a resolution was passed in favor of the Ninth Circuit Court of Appeals as an acceptable occupant in the Vista del Arroyo Hotel.

I am certain that you will find this information useful, and you may be assured of our support in this matter.

Sincerely,

Robert Beckham

Robert P. Beckham
President

RPB:pn

cc: David Robinson

ACCREDITED
181 South Los Robles Avenue • Pasadena, California 91101 • (213) 795-3355

cc: GPR - Stan Mix 10/3/78 MR

DEC 22 1978

United States Court of Appeals
For the Ninth Circuit
United States Court of Appeals and Post Office Building
Seventh and Mission Streets
San Francisco, California 94101

Office of
Richard H. Chambers
Circuit Judge

Home Address
Tucson, Arizona

November 22, 1978

Dr. J. Knox Mellon
State Historic Preservation Officer
Office of Historic Preservation
Department of Parks & Recreation
P. O. Box 2390
Sacramento, California 95811

Dear Dr. Mellon:

All tables on space at the Vista del Arroyo vary slightly and some tables use different numbers on the floors, but there are seven levels plus the basement. (Enclosed is a table).

In our informal request, we suggested the following plan to be performed in sequence:

First: Renovate in the No. 1 building for our use part of the basement. Renovate most of the first floor for our use (courtrooms, Clerk's office, library); renovate most of the floors above (except the top two floors) for present needs and reserve for future; and leave unoccupied for the present the upper two floors.

Second: Remove the houses behind the four buildings fronting on Grand Avenue to make parking for future occupants of upper two floors. (We purposely did not address ourselves to the other outbuildings.)

Third: Finish the upper two floors for quiet tenants.

We basically believe that only the Maxwell house on Grand Avenue, (of all the 19 outbuildings), is worthy of preservation, and that because it seems to have some special history.

We can take care of our problems with the tower building and the 1.2 acre parking lot across the street to the east. And, there is no reason for us to be hard nosed about any of the rest of the buildings on the 10.5 acre site.

The one overweaning thing to us is that we cannot be welcome if we create parking problems for the neighbors or get in high density tenants such as Internal Revenue. Thus, we proposed the three phase business.

We do fear that restoration for use of all 19 outbuildings and finishing building No. 1 would create intolerable traffic problems. Even a museum of all 19 outbuildings, if they had any customers, would create bad traffic problems unless all of the trade were given on-site parking. (And, where is it?)

But we do not want to get lost in the other buildings. So our formal request will be:

1. For about 53,000 square feet in the tower for present need, leaving about 32,000 square feet (much of it halls and basement) below the top two floors for our future needs, and leaving about 20,000 square feet in the upper two floors unimproved for now.

2. Set aside the parking lot of 1.2 acres across and east of Grand Avenue for our parking needs and those of our customers.

3. Remove the present two small parking lots on the west side of Grand Avenue. These lots are eyesores.

As details of the proposed formal request, we want to restore at the north end of the tower building, first floor, the original morning or sun room (this would be one of our two small courtrooms). The second small courtroom would be on the backside in what has been variously designated a chapel, a library and a flower room. This would require a newly constructed closed runway along the southside of the room to give the judges access to the bench in the west end. These two items are so de minimis that we do not think preservation laws were made for them. We find it hard to believe that a lot of formalities are needed for a small exterior restoration or a six-foot wide runway. Of course, our big ceremonial courtroom would be wholly within the big theater-ballroom wing.

The protection to the neighbors basically lies in the fact that the court's objectives are bound to be, and continue to be, the same as the neighbors.

In the foregoing, we do not brief the case for the history of the Vista. Your records reveal this and your eyes have seen it.

We would appreciate your reaction as to our proposed formal request. The informal request was made with the idea of showing we were trying to comply with the wishes of the community. We are only wedded to phase one of the informal request.

Sincerely,

Richard H. Chambers

enc.
st

Received VPC
DEC 7 1978

STATE OF CALIFORNIA—THE RESOURCES AGENCY

EDMUND G. BROWN JR., Governor

DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 2390
SACRAMENTO 95811
(916) 445-8006

December 4, 1978

Mr. Arthur O. Barton
Regional Commissioner
Public Buildings Service
General Services Administration
525 Market Street
San Francisco, CA 94105

Dear Mr. Barton:

The Office of Historic Preservation is in receipt of a letter, dated November 22, 1978, from the Honorable Richard Chambers, Circuit Judge, documenting the U.S. Court of Appeals' program for renovating and occupying the Vista del Arroyo Hotel (Building No. 1) in the City of Pasadena, California.

The Vista del Arroyo complex has been determined eligible for inclusion on the National Register of Historic Places. The Office of Historic Preservation supports the concept of federal agencies participating in the preservation of historic structures by adaptively utilizing buildings of historical, architectural, or cultural significance.

Preparation of the architectural plans and specifications for the exterior restoration and interior modifications should be coordinated with the OHP. Technical review of the architectural plans is requested to establish renovation objectives consistent with standard rehabilitation principles. The decision to exclude renovation of the top two floors should be reconsidered with the commitment of executing appropriate stablization work for arresting deterioration.

The proposed restoration and occupation of the Vista Hotel is interpreted as an independent action without prejudicing General Service Administration's responsibility to administer the remaining properties in a spirit of stewardship and trusteeship. The General Service Administration should prepare a feasibility report assessing the future disposition of the additional properties in accordance with Executive Order 11593 and the Advisory Council Procedures. Consultation with the State Historic Preservation Officer is requested to develop a comprehensive program of stablization and restoration of structures worthy of preservation, to establish standards for perspective lease arrangements compatible with court operations and neighborhood preference, and to implement immediately a maintenance program designed to eliminate vandalism and weather damage.

Decisions to remove existing buildings for parking use or for safety reasons should be deferred until a feasibility study for the entire complex has been completed.

In my judgement, the general renovation activities proposed by the Court of Appeals represent an action which will not adversely affect Building No. 1 or the remaining structures on the Vista Complex. I request that the General Services Administration solicit comments from the Advisory Council in accordance with 36 CFR Part 800. Compliance with the Advisory Council Procedures does not obviate the General Services Administration from fulfilling its responsibilities under NEPA.

Please do not hesitate to contact me at (916) 445-8006, if you require further assistance in this matter.

Sincerely yours,

Knox Mellon

Dr. Knox Mellon
State Historic Preservation Officer
Office of Historic Preservation

GI:pbp

cc: Judge Richard Chambers
U.S. Court of Appeals
7th and Mission Streets
San Francisco, CA 94101

Judge Anthony Kennedy
U.S. Circuit Court
555 Capitol Mall
Sacramento, CA 95814

Louis S. Wall
Advisory Council on Historic Preservation
P.O. Box 25085
Denver, CO 80225

DEC 26 1976

Dr. Knox Mellon
State Historic Preservation Officer
Office of Historic Preservation
P.O. Box 2390
Sacramento, CA 95811

Dear Dr. Mellon:

Mr. Barton has asked me to respond to your letter of December 4 regarding the proposed restoration or disposal of the Government-owned "Vista del Arroyo Hotel." The proposed conversion of the main building for use by the Ninth Circuit Court of Appeals, as described by Judge Chambers in a recent letter to you, is currently being reviewed by GSA. At present, we have not come to any conclusion about the best method of satisfying the Appeals Court's long-range space requirements; the conversion of the old hotel only being one of about five alternatives under review.

Any decision about the future use of a portion of the property will be made in context to the impact on the property as a whole. Also, once we come to a conclusion about the present and on-going Government need for all or a portion of the property we will request your review and a determination of effect.

In addition to our review of Federal space requirements, we are also interested in learning of viable alternate uses. Before we make any decisions about the future of the Vista property we will ask state and local Government and the public for their ideas or proposals. In the meantime, we would be interested in knowing your thoughts on the future use of the property or the names of groups or individuals you think we should contact.

Thank you for your interest in providing technical review of our plans, once they are developed. When we eventually prepare a comprehensive plan, we shall submit them to you for review in accordance with 36 CFR Part 800.

Sincerely,

s:s G. G. MacClelland

GERRY MACCLELLAND
Regional Historic Preservation Liaison

West Pasadena Residents' Association
Est. 1962

*Post Office Box 2252*
*Pasadena, California 91105*

*Photograph Courtesy of Pasadena Historical Society*

December 29, 1978

Honorable Joel W. Solomon
Administrator of General Services
General Services Administration
Eighteenth and F Streets N.W.
Washington, D.C. 20405

Re: Vista Del Arroyo Hotel - Pasadena Federal Center

Dear Mr. Solomon:

At its Annual Meeting, which was conducted on November 29, 1978, the membership of the West Pasadena Residents' Association adopted a resolution endorsing and supporting the proposed use of the Vista Del Arroyo Hotel site by the United States Court of Appeals for the Ninth Circuit. The resolution further provided that this position be communicated to those interested in the Vista and its future role in our community.

The Vista has been the subject of considerable study and debate by WPRA for a number of years because it is a major installation in our residential community and any inappropriate activities on the site will have an immediate, direct and significant impact on the residents of the area. The WPRA believes that the proposed use of the Vista site by the Court is both compatible with the unique residential character of our community and consistent with the widely held desire to preserve what is a true Pasadena landmark. In short, WPRA believes the Court's proposal for the Vista is the best we have seen or heard.

The Vista is a reality we have lived with for a great many years and we look forward to it becoming, once again, a facility of which we can all be proud. We urge you to join us in supporting its early renovation and use by the Court.

Sincerely,

Peter Brown Dolan

Peter Brown Dolan
President

PBD:ms

AUG 24 1979

SEE ATTACHED ADDRESS LIST

Dear

The General Services Administration is planning a major repair and alterations project for the main building of the Federal Service Center (Vista del Arroyo Hotel) 125 South Grand Avenue, Pasadena, California. The U.S. Court of Appeals, the Department of Defense, the Department of Labor, the Department of Agriculture, and Congressional Offices are scheduled to occupy the 107,000 square foot building.

GSA plans to retain only the southern half of the property, which includes the main hotel building, and the nearby parking lot. The retained area also includes the five southernmost bungalows, which are scheduled to be demolished. The rest of the property, including the swimming pool, numerous other bungalows, and the Maxwell House, will be reported excess for disposal in the near future. Since the entire Vista del Arroyo complex has been determined eligible for listing on the National Register of Historic Places, the rehabilitation work on the main building, the proposed demolition of five bungalows, and the future disposition of the balance of the property are subject to review by the State Office of Historic Preservation and the Advisory Council on Historic Preservation.

In accordance with the Intergovernmental Cooperation Act of 1968, Executive Order 12072, and the Office of Management and Budget Circular A-95, we solicit your comments. Should you have any information you believe we should consider, we would appreciate your response within 30 days. Please direct your response to Miss Mary E. Brant, Regional Facilities Planner at the above address. In addition to your comments, we will hold a public meeting in Pasadena in the near future. This meeting is part of our environmental review process and we will solicit opinions on both the disposal and rehabilitation work. If you have any questions, please call Gerry MacClelland, Regional Historic Preservation Officer at (415) 556-2532.

Sincerely,

Original signed by
JOSEPH B. WILLIAMS
JOSEPH B. WILLIAMS
Regional Administrator
AUG 24 1979

R.K. Bogardus
ROBERT K. BOGARDUS
Regional Commissioner
Public Buildings Service

()
()
(Honorable Carlos J. Moorhead)
(House of Representatives)
(Washington, DC 20515)
(Mr. Moorhead)

()
(Honorable Edmund G. Brown, Jr.)
(Governor of California)
(State Capitol)
(Sacramento, CA 95824)
(Governor Brown)

()
()
(Honorable Alan Cranston)
(United States Senate)
(Washington, DC 20510)
(Senator Cranston)

()
()
(Honorable S. I. Hayakawa)
(United States Senate)
(Washington, DC 20510)
(Senator Hayakawa)

**Original signed by**
**JOSEPH B. WILLIAMS**

JOSEPH B. WILLIAMS
Regional Administrator
AUG 24 1979

([illegible])
(Regional Representative o[illegible])
(U.S. Department of Transportation)
(2 Embarcadero Center, Suite [illegible])
(San Francisco, CA 94111)
(Mr. Emerson)

(Mrs. Emma D. McFarlin)
(Regional Administrator)
(Department of HUD)
(450 Golden Gate Avenue, P.O. Box 36003)
(San Francisco, CA 94102)
(Mrs. McFarlin)

(Mr. Anthony A. Barbieri)
(Regional Administrator for Administration & Management)
(Department of Labor)
(450 Golden Gate Avenue, P.O. Box 36017)
(San Francisco, CA 94102)
(Mr. Barbieri)

(Colonel Gwynn Teague)
(District Engineer, Los Angeles District)
(Corps of Engineers)
(P. O. Box 2711)
(Los Angeles, CA 90053)
(Colonel Teague)

()
(Mr. Bruce Blanchard)
(Director, Environmental Project Review)
(U.S. Department of Interior)
(Washington, DC 20240)
(Mr. Blanchard)

(Mr. Michael W. Murray)
(Principal Regional Official)
(Department of HEW)
(50 United Nations Plaza)
(San Francisco, CA 94102)
(Mr. Murray)

(Ms. Phyllis Lamphere)
(Economic Development Administration)
(Department of Commerce)
(1700 Westlake Avenue, North Suite 500)
(Seattle, WA 98109)
(Ms. Lamphere)

([illegible], Jr.)
(Regional Administrator)
(Environmental Protection Agency)
(215 Fremont Street)
(San Francisco, CA 94105)
(Mr. DeFalco)

(Mr. William Kirkham)
(Office of Planning and Research)
(State Clearinghouse)
(1400 Tenth Street, Room 250)
(Sacramento, CA 58524)
(Mr. Kirkham)

(Mr. Ray Remy, Executive Director)
(Southern California Association of Government)
(Suite 1000)
(600 South Commonwealth Avenue)
(Los Angeles, CA (90005)
(Mr. Remy)

()
()
(Honorable Eliis W. Jones) Mayor of Pasadena
(100 N. Garefield Avenue)
(Pasadena, CA 91109)
(Mayor Jones)

(Mr. Kenneth Hahn)
(Chairman of the Board of Supervisors)
(Hall of Administration)
(500 West Temple Street)
(Los Angeles, CA 90012)
(Mr. Hahn)

()
(Mr. George McQuilkin)
(West Pasadena Residents Association)
(250 South Arroyo Boulevard)
(Pasadena, CA 91105)
(Mr. McQuilkin)

()
(Ms. Catherine S. Harp)
(Chairman, Pasadena Heritage)
(54 West Colorado Boulevard)
(Pasadena, CA 91105)
(Ms. Harp)

ROBERT K. BOGARDUS
Regional Commissioner
Public Buildings Service

Received 9PW
SEP 26 1979

# *Memorandum*

U.S. DEPARTMENT OF
HOUSING AND URBAN DEVELOPMENT

TO : Emma D. McFarlin, Regional Administrator 9S

DATE: September 5, 1979

IN REPLY REFER TO:
9.2SS

RECEIVED

FROM : J.P. Sabella, Office of Area Manager 9.2S

SUBJECT: Vista del Arroyo Hotel

In reply to the GSA letter of August 24, 1978, we wish to report that this Agency has no direct program interest in the area of the Vista del Arroyo Hotel. However, through our funding of the Community Development Block Grant Program in Pasadena, HUD has encouraged the development of a Memorandum of Agreement between the City and the State Historic Preservation Officer covering CDBG rehabilitation-type activities in a target-area which is within a few city blocks of the Vista del Arroyo Hotel. The basic guidance document for this Memorandum of Agreement is the publication, "Secretary of the Interior's Standards For Rehabilitation And Guidelines For Rehabilitating Historic Buildings".

For GSA's information, we are enclosing a map delineating the target-area which receives CDBG funding assistance and a delineation of certain sub-areas for which the City has completed historic-surveys.

We appreciate being informed of this proposal and would like to be kept aware of significant decision points as plans for the project evolve.

Acting Area Manager

Attachment

PREVIOUS EDITION IS OBSOLETE

HUD-96 (7-75)

( Received 9PW SEP 10 1979

MEMBERS OF THE BOARD
PETER F. SCHABARUM
KENNETH HAHN
EDMUND D. EDELMAN
YVONNE B. BURKE
BAXTER WARD

**BOARD OF SUPERVISORS**
**COUNTY OF LOS ANGELES**
869 HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012

**BAXTER WARD**
SUPERVISOR, FIFTH DISTRICT
974-5555

September 5, 1979

Miss Mary E. Brant
Regional Facilities Planner
General Services Administration, Region 9
525 Market Street
San Francisco, California 94105

Dear Miss Brant:

Thank you for the opportunity to comment on your proposals for the Vista del Arroyo Hotel. The Vista del Arroyo Hotel is an important landmark in the City of Pasadena, and we are pleased that its useful life will continue.

Only one aspect of the proposal is troubling; namely, the plan to demolish the five bungalows.

I am advised that the bungalows could be restored for office or residential use and that interest exists for such renovation.

There is a severe shortage of housing in this area, and the Arroyo is a highly desirable location. If your plans can be changed to assure preservation of all the bungalows, I would strongly urge that this be done.

Sincerely,

BAXTER WARD

BW:eva

[illegible]
SEP 10 1979

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2711
LOS ANGELES, CALIFORNIA 90053

SPLED-WF

5 September 1979

Miss Mary E. Brant
Regional Facilities Planner
General Services Administration
Region 9
525 Market Street
San Francisco, California 94105

Dear Miss Brant:

Reference your request of 24 August 1979 for a flood hazard evaluation of the main building of the Federal Service Center (Vista del Arroyo Hotel), 125 South Grand Avenue, Pasadena, California.

This site is not subject to inundation from the 100-year flood occurring on any major watercourse.

If we can be of further assistance, please contact Mr. Ernest Stamps, Flood Plain Management Section, (213) 688-5420, and refer to File No. C-04-423.

Sincerely,

NORMAN ARNO
Chief, Engineering Division

Received 9

SEP 10 1979

United States Department of the Interior

HERITAGE CONSERVATION AND RECREATION SERVICE
PACIFIC SOUTHWEST REGION
SAN FRANCISCO, CALIFORNIA 94102

IN REPLY REFER TO:
FPC 5-2
ER-79/849

SEP 7 1979

Mary E. Brant
Regional Facilities Planner
General Services Administration, Region 9
525 Market Street
San Francisco, CA 94105

Dear Miss Brant:

We have received your agency's notice requesting our comments on planned rehabilitation, demolition and surplus property disposal of portion of the Vista del Arroyo complex, 125 South Grand Avenue, Pasadena, California.

GSA should work extremely closely with the State Historic Preservation Officer and the Advisory Council on Historic Preservation to ensure that the proposed actions create the least possible adverse impact on the historic and architectural integrity of structures in the National Register eligible complex. All possible efforts should be made to find an appropriate use for the surplus property and buildings, and preference should be given to any options allowing adaptive reuse.

Please let us know if we can be of any assistance.

Sincerely,

Louis C Penna

Louis C. Penna
Chief, Division of Federal
Coordination and Landmarks

Pete Sly - 68360

Received 9PG
SEP 12 1979

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**
**REGION IX**
**215 Fremont Street**
**San Francisco, Ca. 94105**

Robert K. Bogardus
Regional Commissioner
Public Buildings Service
General Services Administration R-9
525 Market Street
San Francisco CA 94105

SEP 7 1979

Dear Mr. Bogardus:

Thank you for your recent request for comments on your proposal for major repair and alterations for the main building of the Federal Service Center in Pasadena, California. The Environmental Protection Agency (EPA) has reviewed the proposal and offers the following comments for your consideration.

The proposed project is located in the South Coast Air Basin, which has been designated a nonattainment area for motor vehicle-related pollutants (43 FR 8962) (3/3/78). EPA, therefore, strongly recommends that GSA include provisions to encourage flexi-time and car-pooling, and the use of public transit as mitigation measures to reduce the adverse impact on air quality due to motor vehicles as related to the use of the leased space.

We appreciate the opportunity to comment on your proposal. If you have any questions regarding our comments, please contact Susan Sakaki, Acting EIS Coordinator, at (415)556-6695.

Sincerely yours,

Paul C. Kohnert Jr.
Paul De Falco, Jr.
for Regional Administrator

9PC- ~~9PB~~

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

Received 9PC
SEP 1[illegible] 1979

September 10, 1979

(206) 442-0582

9P
RECEIVED
9-14
Pasadena

Mr. Robert K. Bogardus
Regional Commissioner
Public Buildings Service
General Services Administration
525 Market Street
San Francisco, CA 94105

Dear Mr. Bogardus:

Reference your letter dated August 24, 1979. The Western Regional Office is pleased to see the rehabilitation work on the referenced area. It is one of the most worthy places to restore.

Sincerely,

Phyllis Lamphere

Phyllis Lamphere,
Regional Director

Received 9PW
SEP 14 1979

United States Department of the Interior

BUREAU OF LAND MANAGEMENT

*STATE OFFICE*
*Federal Office Building*
*2800 Cottage Way*
*Sacramento, California 95825*

IN REPLY REFER TO
1793
(C-911.4.4)

September 11, 1979

Memorandum

To: Regional Facilities Planner, General Services Administration-Region 9, San Francisco, California

From: Chief, Planning and Environmental Coordination Staff

Subject: Technical Assistance Request for Federal Service Center Alternations, Pasadena, Los Angeles County, California (ER-79/849)

The Bureau of Land Management has no jurisdiction by law or special expertise with regard to repairs or alterations for the Federal Service Center Building in Pasadena, California. We, therefore, have no comment on the subject matter.

Robert E. Metzger

cc: Director, OEPR
Regional Environmental Officer,
San Francisco

CONSERVE
AMERICA'S
ENERGY

*Save Energy and You Serve America!*

Received DPR

OCT 15 1979

City of Pasadena
ONE HUNDRED NORTH GARFIELD AVENUE
PASADENA, CALIFORNIA 91109

ELLIS W. JONES, M.D.
(MAYOR)
(213) 577-4311

October 8, 1979

Ms. Mary E. Brant
Regional Facilities Planner
General Services Administration
525 Market Street
San Francisco, California 94105

Dear Ms. Brant:

The City of Pasadena supports the GSA plans to establish a location for the U.S. Court of Appeals, the Department of Defense, the Department of Labor, the Department of Agriculture and Congressional offices on the southern half of the 15½ acre property at 125 South Grand Avenue (Vista del Arroyo Hotel).

Since the property is located in a residential neighborhood, we are concerned that careful consideration be given to low-density uses which would minimize street traffic and parking requirements, thereby lessening the impact on surrounding properties.

We are in agreement that a primary concern is providing adequate parking facilities. However, since the entire site is eligible for inclusion on the National Register of Historic Places, we hope efforts will be made to minimize adverse effects on this cultural resource. The entire site creates a well-known entry to Pasadena and the City would not agree to alternation of the slope or grading.

It is our understanding that the GSA meeting of October 12, in Pasadena, will provide opportunity for neighbors and community-at-large to comment on the proposed project and the remainder of the property. The City will prepare comments for that meeting also.

Cordially,

Ellis W. Jones

ELLIS W. JONES, M.D.
MAYOR

EWJ:ds

READEX

SCAG
SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
600 South Commonwealth Avenue • Suite 1000 • Los Angeles • California • 90005 • 213/385-1000

DATE: October 11, 1979

TO: Robert K. Bogardus
Regional Commissioner
General Services Administration - Region 9
525 Market St.
San Francisco, CA. 94105

FROM: Metropolitan Clearinghouse

RE: Federal Service Center, Pasadena - Repair Project
SCAG File Number: LA-14096-DF

In accordance with Part II of OMB Circular A-95, we have disseminated information on the proposed federal project to cities, counties, and some special agencies which may be affected by, or interested in it. Additionally, the project has been reviewed by SCAG staff to determine its relationship to adopted regional policies, plans or programs. Comments generated through the A-95 review process are listed below.

The SCAG staff review found that:

1. The project is primarily of local significance and is not directly related to an adopted SCAG plan or program.
2. The project is being coordinated with appropriate local agencies.
3. The project has generated no adverse comments from agencies within the region.

This memo constitutes completion of the A-95 review for this project.

Loretta Anaya
Clearinghouse Official

LK:ML:mdc

1

PASADENA STAR NEWS
Oct. 12, 1979

# GSA airs plans for Vista hotel

By K.L. CHAPMAN GONZALEZ
Special Correspondent

Controversial General Services Administration plans to convert Pasadena's Vista del Arroyo Hotel to house the 9th Circuit Court of Appeals were discussed at a meeting of the West Pasadena Residents Association Friday.

The discussion was an "informational neigborhood meeting" for residents to be informed and the GSA to hear citizen input on the proposals, Claire Bogaard of WPRA said.

It previews a "scoping meeting" planned for late November or early December. At that official public gathering, GSA will again hear local views.

So far, renovation of the hotel's tower and two surrounding buildings has been approved by Congress and funds have been apportioned.

However, no specifics have been decided yet, said Gerry MacClelland, the agency's regional historic preservation officer.

In addition being used as a court building, the old resort might also become the headquarters for the U.S. Forest Service and offices for the Departments of Defense and Labor, if other GSA plans are effected.

According to tentative plans presented by MacClelland, approximately 436 employees would work at the offices, including 60 at the appeals court. No provisions for parking have been made, although the agency is studying the possible demolition of several of the bungalows north and west of the tower to make the spaces.

Originally the hotel was part of a resort, with some permanent and some summer residents. During World War II, the federal government exercised its right of eminent domain to convert it into a hospital.

However, because of low demand, it fell into disuse soon after the war and put under GSA control.

A factor complicating the disposal of the property is its eligibility for inclusion in the National

Turn to GSA,

# GSA plans for Vista hotel aired

Continued from Page A-3

Register of Historic Landmarks.

"When the U.S. Court of Appeals decided to relocate in Pasadena because of crowded conditions in Los Angeles, it could have located in a newly-built building, leased space in an existing building, or, as was determined to most cost-effective, located in an existing building.

"Notwithstanding how the property was acquired — this property was acquired as an emergency measure — there are requirements that federal agencies be given prority," MacClelland said.

There are three steps in the procedures for disposing of surplus properties.

First, other U.S. agencies are asked if they have any use for it; then local government entities may consider it, and depending on the use, may be granted it free; and finally it can be sold for fair market value.

GSA has made no proposals for the excess land — the land around the tower — and it will go through the one-two-three process, MacClelland said.

Residents at the meeting said they objected to the proposals to convert the property, because of traffic and parking considerations.

"Here they are, destroying the value of the neighborhood, thumbing their nose at us. The government got us in a jam when they acquired it, they should get us out of it. Why doesn't the city just get it back and turn it into a hotel again? They could make money, and there wouldn't be any objections from anybody," a neighboring resident said.

Jane Ellison, of the Pasadena Housing and Community Development agency, said the city approves of the GSA plans.

"Our No. 1 concern is the impact on the surrounding neighborhood. The city supports use of the property for low-density uses," she said.

Ellison said the court and other U.S. agencies were some of the few groups with the money to restore the hotel, and that was also an important consideration.

Received 9
OCT 23 1979

**WILLIAM D. GOWANS**
ATTORNEY AT LAW
16 NORTH MARENGO AVENUE
PASADENA, CALIFORNIA 91101
792-2260

PARKING
254 EAST UNION STREET

600 CITIZENS BANK BUILDING

October 18, 1979

Mr. Robert J. Bogardus
Regional Acting Administrator
for Public Buildings
General Services Administration
525 Market
San Francisco, California 94105

Re: Vista del Arroyo
Pasadena, California
Parking in connection with rehabilitation

Dear Mr. Bogardus:

Having attended both hearings on October 12, ably presided over by Mr. Gerry MacClelland, I wish to state my case to you in affirmance of what I said at the hearings.

Prospectively, parking appears to be a serious problem to the neighborhood in the rehabilitation of Vista del Arroyo. It is recommended, for the efficient use by all government agencies using the property as well as for the quiet enjoyment of their homes by the neighbors, that all motor vehicle parking be provided on the Vista del Arroyo land to the west of Grand Avenue.

California automobile registrations have increased in the order of six hundred per cent (600%) over the years since Vista del Arroyo was in active use as a welcome part of that fine residential area.

It appears unwise to assume that parking facilities suitable to the 1930's would be practical for the 1980's when the property would be in full use by federal government agencies.

We are concerned to learn that consideration is being given to the reopening of a former parking lot which is not contiguous to the Vista del Arroyo main property and which is situated at the northeast corner of Grand and Del Rosa.

That non-contiguous lot is exposed on three of its four sides to residences. It is zoned for only residential use by the Pasadena Zoning Ordinance.

The prior non-conforming use as a parking lot when traffic was virtually no problem should not be considered as either a legal or equitable justification for its present and future use for parking in this residential area.

Our concern is that to use this non-contiguous lot for parking would create traffic congestion, resulting in objectionable confusion and noise, would be dangerous to the necessary pedestrian traffic, would cause friction with the residents of the neighborhood, and would ultimately result in blight and deterioration of this residential area.

It does appear, in the interests of all concerned, that plans for rehabilitation should require all motor vehicle parking be provided on the Vista del Arroyo property west of Grand Avenue.

It will be appreciated if you will inform me as to any preliminary conclusions which have been reached on this problem and will advise me in advance of further hearings.

Sincerely yours,

W. D. Gowans

William D. Gowans

WDG:es

cc: Mr. Gerry MacClelland,
Facilities Planner

LAW OFFICES
JARRETT & BRANDT

JOSEPH W. JARRETT
FRED W. BRANDT
WILLIAM J. ROBERTS

315 WEST NINTH STREET, SUITE 515
LOS ANGELES, CALIFORNIA 90015
TELEPHONE (213) 627-5711

FRANK W. WOODHEAD
OF COUNSEL

IN REPLY PLEASE REFER TO

November 1, 1979

Mr. Robert K. Bogardus
Regional Acting Administrator For Public Buildings
General Services Administration
525 Market Street
San Francisco, CA 94105

Re: (1) Vista del Arroyo Property
on Grand Avenue in Pasadena.

(2) Committee of Concerned Neighbors
of Vista del Arroyo Property.

Dear Mr. Bogardus:

The undersigned, a resident at the Rose Tree Condominiums at 111 South Orange Grove Boulevard (Unit 310), Pasadena, CA 91105, is a member of the above Committee.

The said organization (above Committee) is now being formed to represent those residents fronting on or in very close proximity to the above property, who are most directly and intimately affected by the proposed use of the said property. These Concerned Neighbors, probably 200 or more in number, are not in full agreement with the larger geographical group known as the West Pasadena Residents' Association, with respect to the restoration and use of the existing buildings, the density of occupation, the increased traffic on the local streets adjacent to us and the use of the proposed parking next door to us, and the flow of traffic on the three streets that surround the Rose Tree and abutt the property of others directly affected.

Many of our members attended an informal meeting at Las Casitas in Pasadena on October 12, 1979, at which your Mr. Gerry MacClelland (Facilities Planner-Operational Staff) explained the preliminary plans which he helped prepare for the use of the Vista del Arroyo Property. We have never received a copy of such plans.

We have also learned that your staff plans to hold a formal hearing on November 28, 1979 at the Council Chambers in Pasadena, at which residents will be permitted to speak on the issues and the plans. However, we do not know what the plans are, the issues you have in mind, or the agenda for the meeting.

Accordingly, on behalf of our organization, the Committee of Concerned Neighbors of the Vista de Arroyo Property, we would very much appreciate a prompt reply from you or Mr. MacClelland and the forwarding to us (in care of the undersigned at his office) of the following:

1) A copy of your Preliminary Plans or Report, and any other data in relation thereto;

2) A copy of your finalized Report, which Mr. MacClelland stated would be available in about two weeks from October 12, 1979,

3) The agenda for the November 28, 1979 meeting and the issues to which we may speak on said date; and

4) Any other information or plans that you have and a schedule of the future stages in the overall development of your property.

Please also place us on your mailing list for any releases, notices or publications.

I am sure that you appreciate the prompt need we have for full information and disclosure of the details of your undertaking so that we can be intelligently informed.

It is our desire to cooperate with you, the West Pasadena Residents' Association and the City of Pasadena, in bringing about an harmonious community resolution of any of the underlying problems that are inherent in the project.

Respectfully yours,

COMMITTEE OF CONCERNED
NEIGHBORS OF THE VISTA
DE ARROYO PROPERTY

By Joseph W. Jarrett
JOSEPH W. JARRETT
Board Member

November 19, 1979

## ONCERNED NEIGHBORS OF VISTA DEL ARROYO PROPERTY

R. U. Robison

**Contact**

Connie Phinizy, Secretary
111 S. Orange Grove Blvd.
#212 Phone: 449-4724
Pasadena, Ca 91105

**PROJECT** - The proposed improvement of Vista del Arroyo on Grand Avenue in Pasadena by the General Services Administration

Because the GSA proposal for the improvement of the Vista del Arroyo property is in the preliminary conceptual stages, it is impossible to make definitive comments at this time.

Some home owners adjacent to the project, or in the immediate vicinity, have discussed concerns as to the impact this project will have upon their neighborhood. They are concerned because if the project is not designed and carried out with sensitivity to the unique nature of their neighborhood, it could be a disaster, not only to the quality of life in this area, but also to property values. If done with care and with some concern for these impacts, the nieghbors are sure this project can be an asset to their community.

The following are some of the general concerns the neighbors have at this time as to the proposed project and the impacts upon the neighborhood.

### 1. PARKING

Employee - High density employee parking should not be permitted on the upper level. Peripheral parking should be provided off of Arroyo Boulevard and provision made to transport employees to the upper level. Parking should be designed to cause minimum disturbance to local residents and facilitate movement of traffic. It should be landscaped to beautify and decrease noise levels for adjoining area.

Visitors - Visitors should be required to use the parking lot on Grand. The area should be designed to cause minimum disturbance to local residents, and facilitate movement of traffic. The parking area should be landscaped to soften and beautify and decrease noise levels for adjoining areas.

Street Parking - Prohibited in area on Grand and Green (7 to 9 a.m. - 4 to 6 p.m.) with no parking on Del Rosa. Street parking would inhibit traffic flow, increase congestion, cause safety hazards, and detract from the visual image of the area.

## 2. TRAFFIC CONGESTION

Rush Hour (7 to 9 a.m. - 4 to 6 p.m.)

Since this is a medium density residential area with high quality residences, the project should be restricted to as low a density as is economically feasible. The higher the density the greater the increase in rush hour traffic which would be extremely detrimental to residents in the immediate neighborhood. Congestion would cause residents difficulty in ingress and egress from their homes.

Daytime

Daytime traffic in the area should be limited to visitors to the project, residents, and commercial vehicles making business trips into the area. This would minimize traffic congestion and improve traffic circulation and access to the project and homes in the area.

## 3. AIR POLLUTION/NOISE POLLUTION

The project will result in a substantial increase in vehicular traffic in the immediate vicinity. To minimize noise, landscaping and adobe-like walls should be put around parking areas to shield residents adjacent to the parking lots. Peripheral parking should be considered and some alternative transportation means (public-vans, mini-bus, etc.) should be provided from the peripheral parking to the project. By reducing traffic this could minimize both air and noise pollution in the vicinity of the project.

## 4. SAFETY/SECURITY

For security of the neighborhood, parking lots should be closed and locked or guarded after working hours. If the lots are lighted, the light should not adversely impact on nearby residents.

Obituaries, C-2 • Classified, C-2

# Future vistas of arroyo hotel to be discussed

By JACKIE KNOWLES
Staff Writer

What the future holds for the Vista del Arroyo Hotel in Pasadena will be discussed Wednesday at two sessions at City Hall — one from 1:30-4:30 p.m. and another from 6-9 p.m.

Sponsored by the General Services Administration, the meeting also will cover the plans for the main seven-story hotel that sits on 10.5 acres along the Arroyo Seco below the Route 134 (Ventura) Freeway.

So far, renovation of the hotel's tower and two surrounding buildings has been approved by Congress and funds have been appropriated.

At a meeting held in October by the West Pasadena Residents Association, residents objected to the planned uses because they claimed traffic and parking problems would destroy the value of the neighborhood.

Jane Ellison of the Pasadena Urban Conservation Program said the city approves of the plans.

GSA plans to rehabilitate and adapt the main building for use by the U.S. Ninth Circuit Court of Appeals and various federal agencies currently located elsewhere in Pasadena.

Required as part of federal environmental regulations, the meeting will outline the procedure for disposing of the excess property and will cover federal regulations relating to historic preservation.

The resort hotel, which was abandoned as an Army hospital soon after World War II, has been vacant for about five years.

It has been identified as eligible for the National Register of Historic Places, but never has been nominated, said Mrs. Ellison.

The city applied for a National Endowment of Arts to research whether the historic Maxwell House — one of about 19 out buildings — can be salvaged for use as a center for Pasadena cultural organizations.

The application was turned down, but with a letter urging the city to reapply in January because the project came in about third, said Mrs. Ellison.

The study would be conducted by a consortium of cultural organizations made up of the Junior League of Pasadena, California Design, the Pasadena Art Alliance, Pasadena Art Workshops and Pasadena Heritage.

Any matching funds required would be supplied by the consortium, which also would be responsible for restoring the buildings and maintaining the cultural center should that alternative be chosen.

Official Position of
West Pasadena Residents Association
Submitted: 28 November 1979

# Residents' Guidelines Concerning the Development of the Vista Del Arroyo Property in Pasadena.

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1. The Vista del Arroyo is located in a quiet, residential neighborhood. Restoration and use of existing buildings must be carefully planned so as to have no adverse effect on the surrounding residential area.

2. Increased traffic on local streets is a serious concern. Planning must include measures to limit additional traffic on Grand Avenue, South Arroyo Boulevard and side streets between Grand Avenue and South Orange Grove Boulevard.

The best traffic pattern for use of the parking lot on Grand Avenue and Del Rosa Drive is to make the entrance at the southeast corner on Del Rosa Drive. Access should be via Del Rosa Drive from Orange Grove Boulevard. An exit to the parking lot should be constructed on Grand Avenue and physical barriers should require all traffic to turn right onto Grand Avenue and leave the area via Green Street.

~~Consideration should be given to making Grand Avenue a cul-de-sac.~~

No access other than for emergency purposes should be allowed from California Terrace or Westminster Drive.

3. While we find the use of the building by the United States Court of Appeals to be of low intensity and compatible with the neighborhood, high intensity use of the Vista del Arroyo tower building would be detrimental to the neighborhood. To limit the impact on the neighborhood, the total working population of the main Vista del Arroyo building should not exceed 175 people. Agencies that are potential tenants should be carefully reviewed with regard to the amount of traffic they generate and their parking requirements.

4. Adequate parking on site must be provided for all uses of the Vista del Arroyo complex. Plans must be able to show that Grand Avenue and other nearby streets will not be used for parking by employees. While additional parking may be gained by razing two "bungalows" behind the tower, other alternatives should be studied. These alternatives should include: 1) a two level parking structure with one level underground at the existing parking lot on Grand Avenue and Del Rosa Drive; and 2) using existing parking areas off Arroyo Drive with adequate methods,-perhaps including an elevator, to allow employees to reach the building up the side of the hill.

November 1979

All parking should be fully landscaped in character with the residential neighborhood in the vicinity. Any parking behind the tower building should be hidden from view of the west bank of the Arroyo Seco and any of the bridges crossing the Arroyo Seco.

5. The General Services Administration shall submit a precise plan showing the exact location, design and intended access and use of all facilities, and this plan shall be reviewed at a public hearing before any final plan for the site and buildings is adopted.

6. Night lighting should be provided and security shold be adequate to provide full protection for employees and the property.

7. No excavation should be carried out on the hillsides. Every effort should be made to retain all specimen trees and mature vegetation.

8. Any plans to dispose of a part or all of the property to other governmental bodies or private interests should be made available for review at the earliest possible date. To meet this goal, GSA should establish communications with the West Pasadena Residents' Association and interested residents, and keep them informed of all impending actions affecting the property.

9/23/79

PSU 11-29-19

# Hotel 'won't harm area'

By DICK LLOYD
Staff Writer

The federal government will try not to harm the neighborhood around the Vista del Arroyo Hotel when the U.S. Court of Appeals moves in, representatives of the General Services Administration told Pasadenans Wednesday.

Efforts also will be made to maintain the architectural and historical significance of the once-elegant spa.

But the fate of the 19 satellite bungalows and homes on the 10.5-acre site seemed uncertain at the conclusion of the hearings Wednesday that opened the environmental review process required in converting the hotel.

Gerry MacClelland, facilities planner for the GSA in San Francisco, said that neither the court nor other federal agencies which will occupy the seven-story facility will have use of the surrounding residential quarters.

"It has not been determined if any of the buildings will be demolished," MacClelland said.

He acknowledged, however, that five buildings immediately behind the main building might be removed for parking. Or perhaps other buildings to the north along lip of the Arroyo might be razed for parking, he indicated.

No decision has been made on removal of buildings, he said, adding that the GSA, in holding the hearings Wednesday, is seeking public opinion on the future of the satellite buildings and other concerns.

Apart from the Maxwell House

Turn to HOTEL,
Back page, this section

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# Hotel 'won't harm the area'

Continued from Page A-1

on Grand Avenue and two or three others, the bungalows aren't salvageable, said Judge Richard Chambers of the U.S. Court of Appeals, who is handling the project for the court.

"Any thought of saving the (remaining) 15 houses is like putting gold dust on chicken feathers," he said.

While it has not been determined just how much of the property must be retained by the federal agencies to accommodate parking, MacClelland said, all unneeded land will be declared excess.

"Use of the unneeded property is still wide open," MacClelland said. "And the city can play a vital role in its use. Local wishes will be carefully considered.

MacClelland also said the GSA "can apply certain restrictions on the use of the excess property" when it decides to turn loose the land. By law, he said, the GSA must dispose of the property if it is not needed for federal purposes.

The city of Pasadena would have first crack, he said, adding that the GSA will follow as much as possible local zoning regulations, although he said the federal government can ignore such laws.

An architectural and engineering study to be conducted by the Pasadena firm of Neptune and Thomas will determine the excess property, MacClelland said.

About 100 Pasadenans participated in the afternoon and evening hearings, recording a lengthy list of concerns about the planned conversion.

"Other agencies just sneaked in there on their own," said one observer.

But MacClelland made it clear that there is little possibility the building will ever be used as a hotel again as proposed by another observer, Kinzie Miller. Federal law requires that federal agencies be given priority on use of federally owned facilities before they are declared excess, he said.

Still another citizen said, "It seems to me that the federal government has no business being in a residential area. . . . The city should take the property and put it on the tax rolls."

Said Miller: "It is a shame, and it is arrogant on the part of the federal government."

But others seemed more resigned to the conversion and voiced concern that the GSA mitigate other problems: adequate parking properly located and landscaped; too many agencies; too many employees; proper traffic flow to protect the residential neighborhood; widening of Del Rosa Street; preservation of architecturally significant buildings; consideration of parking downslope on the Arroyo bank with access uphill; limitation of the number of employees; rehabilitation of bungalows for residential use; ability of residents to park on the street.

STATE OF CALIFORNIA—THE RESOURCES AGENCY EDMUND G. BROWN JR., Governor

DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 2390
SACRAMENTO 95811
(916) 445-8006

JAN 30 1980

Mr. Joseph B. Williams
Regional Administrator
Region 9
General Services Administration
525 Market Street
San Francisco, CA 94105

Dear Mr. Williams:

GSA Disposition of Vista Del Arroyo, Pasadena, California

Your letter of August 24, 1979, addressed to Governor Brown, has been referred to me for reply. Please accept my sincere apologies for this tardy response.

The disposition plan outlined in this letter, if carried through without change, would result in adverse effects to a National Register eligible property. I also tend to believe that the undertaking would have other significant impacts warranting the preparation of an EIS.

I suggest you apprise the Advisory Council on Historic Preservation of your plans and request their views. I would also appreciate the opportunity to provide further comment when more detailed information on your proposal becomes available.

Finally, I recommend that you nominate the Complex to the National Register in accordance with the provisions of Executive Order 11593.

If you have any questions regarding these comments, please call Hans Kreutzberg of my staff at FTS 552-8700.

Sincerely yours,

K. Mellon

Dr. Knox Mellon
State Historic Preservation Officer
Office of Historic Preservation

D-0484D

cc: Advisory Council on Historic Preservation
P.O. Box 25085
Denver, CO 80225

# APPENDIX 2

## NOMINATION TO THE NATIONAL REGISTER OF HISTORIC PLACES

Form No. 10-306 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

## 1 NAME

HISTORIC Vista del Arroyo Hotel & Bungalows

AND/OR COMMON Federal Building/United States Court of Appeals

## 2 LOCATION

STREET & NUMBER 125 South Grand Avenue

_NOT FOR PUBLICATION

CITY, TOWN Pasadena _ VICINITY OF

CONGRESSIONAL DISTRICT 22

STATE California CODE

COUNTY Los Angeles CODE

## 3 CLASSIFICATION

| CATEGORY | OWNERSHIP | STATUS | PRESENT USE | |
|---|---|---|---|---|
| _DISTRICT | X PUBLIC | _OCCUPIED | _AGRICULTURE | _MUSEUM |
| X BUILDING(S) | _PRIVATE | X UNOCCUPIED | _COMMERCIAL | _PARK |
| _STRUCTURE | _BOTH | _WORK IN PROGRESS | _EDUCATIONAL | _PRIVATE RESIDENCE |
| _SITE | **PUBLIC ACQUISITION** | **ACCESSIBLE** | _ENTERTAINMENT | _RELIGIOUS |
| _OBJECT | _IN PROCESS | X YES: RESTRICTED | X GOVERNMENT | _SCIENTIFIC |
| | _BEING CONSIDERED | _YES: UNRESTRICTED | _INDUSTRIAL | _TRANSPORTATION |
| | | _NO | _MILITARY | _OTHER: |

## 4 AGENCY

REGIONAL HEADQUARTERS: *(If applicable)* General Services Administration - Region 9

STREET & NUMBER 525 Market Street

CITY, TOWN San Francisco _ VICINITY OF

STATE California

## 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Los Angeles County Courthouse

STREET & NUMBER 110 North Grand Avenue

CITY, TOWN Los Angeles

STATE California

## 6 REPRESENTATION IN EXISTING SURVEYS

TITLE None

DATE _FEDERAL _STATE _COUNTY _LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

## 7 DESCRIPTION

| | | | |
|---|---|---|---|
| **CONDITION** | | **CHECK ONE** | **CHECK ONE** |
| __EXCELLENT | __DETERIORATED | __UNALTERED | X ORIGINAL SITE |
| X GOOD | __RUINS | X ALTERED | __MOVED DATE______ |
| __FAIR | __UNEXPOSED | | |

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The Vista del Arroyo Hotel is a complex consisting of one large building and 19 smaller buildings situated at the edge of a steeply sloping site overlooking the Arroyo Seco in Pasadena. The grounds, which are somewhat diminished in size from their maximum during the heyday of the hotel, are bound by South Grand Avenue on the east, the Colorado Street Bridge on the north, and by adjacent properties on the west and south. The grounds run from the top of the crest to the bottom of the arroyo with all buildings on or behind the crest. The formerly terraced and landscaped grounds, which once included tennis and badminton courts, a band box, formal gardens, and several outbuildings are overgrown. Only the swimming pool remains among the prominent landscape features.

The Hotel is located at the edge of a wealthy residential district and at the western entrance to the City of Pasadena. While the hotel is situated at the crest of the arroyo to take advantage of the view, the main building in particular is designed as the object of the view seen by drivers entering Pasadena over the Colorado Street Bridge.

Because the complex grew over a period of years, its layout is not the result of a single comprehensive plan, but rather of accretion. At the top of the crest, the buildings were grouped so as to form outdoor spaces that were both sheltered from the streets and away from the vast open arroyo, qualities that are obscured by vegetation at present. Circulation throughout the grounds was by curving pathways that generally followed the contours of the land.

The main building, which dominates the site and provides a symbol for the whole group, is in two sections: a two-story steel and wood frame structure built in 1920-21, and a six-story reinforced concrete structure built in 1930-31. The buildings are joined east of the main entrance to the original building and function inside as one. Both buildings were designed in the Spanish Colonial Revival mode and are finished in beige stucco with red-tiled roofs. The larger part of the main building is in an open U-shaped plan that embraces the view of the arroyo and is oriented directly toward the Colorado Street Bridge. Its ornamental detailing is generally very simple, consisting chiefly of balconies and an arcaded ground level, but with a concentration of ornament on a high central tower that rises well above the main block of the building. This tower recalls the dome of the Pasadena City Hall and other landmarks of the Spanish Colonial Revival.

Inside the main building, the lobby consists of an arcaded passage with high vaulted ceilings, and several ornamental public spaces. The hotel's largest public space is the main dining room, which once had stenciled-timber ceilings on giant piers, none of which remains due to alterations. Upstairs, hotel rooms are placed on either side of central corridors.

Form No. 10-300a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET ITEM NUMBER 7. PAGE 1.

The other buildings in the complex, referred to alternatively as cottages or bungalows, range from one-and two-story single family cottages to two-, three-, and four-story multi-unit buildings. Most are informal in design, being of wood frame construction with little or no ornamental detailing, and are concerned chiefly with their relationships to surrounding gardens or the view of the arroyo. Those along the crest especially have whole facades of open and glazed porches for the view. Those set back from the crest but not on the street include four by architect Myron Hunt, which are distinguished by bulky engaged columns that project above the roof and orginally carried lattice structures for vines. The cottages along the street are the most formal, including the Maxwell House with its ornamental entranceway and very large central stair hall.

Apart from its overgrown grounds, the Hotel is not substantially changed from its appearance in 1931. Some alterations have been made on the exteriors of buildings, including the squaring off of a rounded sun room on the ground level of the main building. These changes, mostly inside, were made by the Army in order to make the facility function as a hospital during World War II.

## 8 SIGNIFICANCE

PERIOD

☐ PREHISTORIC
☐ 1400-1499
☐ 1500-1599
☐ 1600-1699
☐ 1700-1799
☐ 1800-1899
☒ 1900-

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

☐ ARCHEOLOGY-PREHISTORIC
☐ ARCHEOLOGY-HISTORIC
☐ AGRICULTURE
☒ ARCHITECTURE
☐ ART
☐ COMMERCE
☐ COMMUNICATIONS
☐ COMMUNITY PLANNING
☐ CONSERVATION
☐ ECONOMICS
☐ EDUCATION
☐ ENGINEERING
☐ EXPLORATION/SETTLEMENT
☐ INDUSTRY
☐ INVENTION
☐ LANDSCAPE ARCHITECTURE
☐ LAW
☐ LITERATURE
☐ MILITARY
☐ MUSIC
☐ PHILOSOPHY
☐ POLITICS/GOVERNMENT
☐ RELIGION
☐ SCIENCE
☐ SCULPTURE
☐ SOCIAL/HUMANITARIAN
☐ THEATER
☐ TRANSPORTATION
☒ OTHER (SPECIFY) Hotel

SPECIFIC DATES See attached listing on pages 3 and 4.

BUILDER/ARCHITECT See attached listing on pages 3 and 4.

STATEMENT OF SIGNIFICANCE

The Vista del Arroyo Hotel and Bungalows, with its large main building and 19 cottages on a dramatic landscaped site, has long been a visually prominent landmark in Pasadena, and represents in its history a major episode in Pasadena's development as a winter resort.

Positioned at the edge of a wealthy residential neighborhood and at the crest of a steeply sloped site overlooking the wide Arroyo Seco, the six-story main building towers over its setting and dominates the view from across the arroyo. The view is especially impressive from the old Colorado Street Bridge which is the western portal to Pasadena. Indeed, the best view of the hotel and bungalows is from the bridge, with the angled wings of the main tower of the hotel and the Spanish Colonial Revival stylistic details combining to produce a picturesque effect. Although no individual bungalow or structure is particularly significant architecturally, the entire complex collectively represents the resort era of Pasadena and its role in Southern California's development.

During the great age of Pasadena resort hotels in the late 19th and early 20th centuries, the Vista del Arroyo was a small hotel that grew and prospered along with the local tourist industry. Pasadena's history is interlocked with the Santa Fe and Southern Pacific raillines running through town, and the ensuing boosterism of Pasadena as a beautiful and healthful resort spa. Winter-weary Easterners came in droves to enjoy the sun, fresh fruits and homey-bungalow lifestyle offered by the hotels. Generally these adventurous hotel guests were wealthy, and many visitors decided to reside permanently in Pasadena. Consequently Pasadena earned its reputation as the "Millionaires' Retreat", and benefited from the business and civic management expertise offered by these new residents. Pasadenans were generally sophisticates who demanded careful city planning, a profusion of amenities, and architecture which expressed progressive styles.

The Vista del Arroyo's most important growth periods came after the great resort age in Pasadena was on the wane, and coincided with ownership and management changes at the Vista del Arroyo in 1919, 1926 and 1936. The Vista, the Huntington and Green hotels appear to have been the only

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## INVENTORY -- NOMINATION FORM

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successful attempts at prolonging the luxuriant, carefree, hotel lifestyle of 19th century Pasadena through a world war and a depression. For many years, Pasadena's resort industry was a seasonal business which attracted visitors typically for a month at a time or for the winter season. When train travel was the dominant mode of transportation, it made no sense to come for shorter periods. But when the automobile began to take passenger traffic away from the railroads, it changed vacation patterns as well. By the 1920s most California resorts were in trouble as people tended to take shorter trips of a different kind. Although the market for hotel services was declining, Pasadena's hotel business held on a little longer than some others. The Vista del Arroyo played a particularly prominent role in the 1930s social life of Pasadena, as it was considered to be the newest of Pasadena's great resorts and a prestigious place to own a bungalow.

The Vista del Arroyo was one of many hotels in this country that saw its prime as a member of the world-famous Daniel Linnard hotel chain. Linnard's business interests in Pasadena alone were substantial. By 1917 he had acquired the Maryland, the Green and the Huntington, in addition to operating the Fairmont in San Francisco and the Samarkand in Santa Barbara. His contributions to the development of Pasadena as a resort and residential community were widely recognized. Linnard is credited with opening his hotels year-round, providing high quality entertainment throughout each season, and introducing the popular hotel-bungalow idea.

The major elements of the hotel complex in its present form date from 1920-1938, although even before the turn-of-the-century the site was occupied by a resort. Mrs. Emma C. Bangs opened a boarding house in 1882 which was acclaimed to be, in 1905, the oldest establishment of its kind in the city, and considered to be particularly healthful for consumptives. Mrs. Bangs' complex consisted of a two-story wood frame hotel building around which grew up several small cottages, including a "physical culture" lodge. After her death, the hotel was purchased by Henry Fowler who operated the complex as a modest but popular family resort.

In 1919, Daniel M. Linnard bought the Vista del Arroyo and commissioned the important Southern California architects Marston & Van Pelt to

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significantly expand the wood frame hotel with a larger, Spanish Colonial Revival style structure. Today, the north wing appears much as it did in 1920, although the interior has been significantly altered. In 1926, Linnard sold the property to H. O. Comstock who decided, in 1930, to build a "new" hotel. George H. Wiemeyer, a little known architect in Los Angeles, designed a large, fireproof hotel building that required the demolition of the 1920 building south of the main entrance, including the central campanile. The ground floor spaces of the 1920 and 1930 buildings formed a continuous space, with the new reinforced concrete structure rising six stories, capped by a domed-belvedere tower. Several of the grand public interior spaces have retained elements of their originally elegant designs in spite of major alterations. Specifically the most interesting interiors are the arcaded lobby with its high vaulted ceiling, the ballroom (the original ceiling is covered over), the north wing with its huge fireplace, and the Spanish room, (the most intact room with its original coffered plaster ceiling and quarry tile floor.)

By 1936, Daniel Linnard had repurchased the Vista del Arroyo and had initiated expansive site improvements which were completed in 1937. Verner S. Anderson, an experienced landscape architect from Santa Barbara who was known for his designs for hotels, designed lush formal gardens, picturesque fountains and additional recreational facilities including a large pool, badminton and tennis courts. Advertising brochures from these later Linnard years featured the spectacular pool, surrounded by a dancing/ dining terrace with a magnificent stepped garden approach. The impression was colorful and grand.

In spite of the impression portrayed in the Vista's 1930s advertisements, the grand hotel's mode of operation was already anachronistic. The wealth of the visiting and residing "millionaires" at the Vista cushioned the effect of the depression somewhat, but the slow economy eventually forced the decline of the resort hotel business. Under the World Powers Act of 1942, the U. S. Army took over the complex in that year and converted most the space for hospital use. It was unlikely that the Vista could have survived much longer as a hotel anyway.

The bungalows that were a part of the hotel complex were arranged primarily along the crest of the arroyo and along South Grand Avenue. Built between 1920 and 1938, these single family homes and multi-unit apartment buildings formed an impressive collection of designs by important Southern California architects. Most notable were the contributions of Myron Hunt (Hunt & Chambers) and Sylvanus Marston (Marston & Van Pelt; Marston, Maybury & Van Pelt), both well known for their civic and residential work in Southern California. The bungalows generally were informal in design and usually incorporated a patio in the living space. Those along South Grand Avenue were more formal, presenting a stately yet distinctly Southern California ambiance.

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CONTINUATION SHEET ITEM NUMBER 8. PAGE 3.

The most architecturally significant (and formal) bungalow, known as the Maxwell mansion, is at 55 South Grand Avenue. The structure, designed by Marston, Maybury & Van Pelt, is planned around a large central lounge bordered by an ornate stairway, designed to accommodate large parties. The Maxwell bungalow is particularly important today because its elegant original interior is relatively intact, unlike all of the other interiors which were modified for government use. The grand interior space depicts the bygone era of luxurious resort living.

The bungalows collectively relate in style to the Spanish Colonial Revival détailing which characterized the 1920 and 1930 main hotel building. Most have tile roofs, pastel stucco walls and simple detailing. The Spanish Colonial Revival style, introduced at the 1915 San Diego Exposition, was used by the railroads, Chambers of Commerce and hotels to suggest something of the special way of life in Southern California. The Spanish imagery of a slower, easier way of life with its romantic overtones were all part of the design for the bungalows nestled amidst luxuriant tropical vegetation.

| DATE | SEE MAP-I | BUNGALOW BUILDING NAME(S) | ARCHITECT (attributed) | APT.#/DESCRIPTION OF ALTERATIONS |
|---|---|---|---|---|
| 1920 | #1 | Hotel Building | Marston & Van Pelt/Foss Designing & Building Co. | |
| 1920 | #10 | "C" | Marston & Van Pelt | #137-147/extend living room 1927; renovation 1936. |
| 1920 | #11 | "D" | Marston & Van Pelt | #148-160 |
| 1921 | #8 | "A" | Myron Hunt | #161-175/extend ballroom porch 1927; new porch 1941. |
| 1921 | #9 | "B" | (Marston & Van Pelt) | #176-185 |
| 1921 | #13 | "E" | Myron Hunt | #186-198 |
| 1921 | #14 | "F" | (Myron Hunt) | #199-201/add 26' x 27' library, 1929. |

| DATE | SEE MAP-I | BUNGALOW BUILDING NAME(S) | ARCHITECT (attributed) | APT.#/DESCRIPTION OF ALTERATIONS |
|---|---|---|---|---|
| 1921 | #15 | "G" | (Myron Hunt) | #202-207/add 2nd floor |
| 1924 | #3 | Arroyo Vista/ "5" | Myron Hunt | #225-245/new room, 1935 |
| 1925 | #20 | Stuart | Marston, Van Pelt & Maybury | #251-254 |
| 1926 | #4 | Hamilton/"4" | Marston & Van Pelt | #115-122/add 2nd floor balconies 1934 |
| 1928 | #5 | Jenks/"3" | Marston & Maybury | #123-132 |
| 1929 | #16 | "H" | (Myron Hunt) | #208-224 |
| 1929 | #17 | Maxwell House | Marston & Maybury | #95-99 |
| 1930 | | South Annex/"6" | | Building demolished for new hotel |
| 1930 | | #2 | | Building demolished for new hotel |
| 1930 | #1 | Hotel Tower | George H. Wiemeyer/ Orndorff Construction Co. | Spanish Room (Dining Room) added 1931 |
| 1935 | #18 | Griffith | Marston & Maybury | #123 |
| 1935 | #19 | Cox | Marston & Maybury | #78-82 |
| 1937 | #2 | Daniels | (Hunt & Chambers) | #246-247 |
| 1937 | #6 | Stowell & Prost | (Hunt & Chambers) | #133-139 |
| 1937 | #12 | Clarks | Hunt & Chambers | #100-103 |
| 1937 | #7 | Hinds & Conner | Hunt & Chambers | #248-250 |
| Pre-1920 | #21 | Vista Crest | | Building demolished circa 1956 |

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet No. 1.

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 13 acres

UTM REFERENCES

| | ZONE | EASTING | NORTHING |
|---|---|---|---|
| A | 1,1 | 3 9,3 0,1,0 | 3,7 7,8 6,8,0 |
| B | 1,1 | 3 9,3 0,1,0 | 3,7 7,8 4,2,0 |
| C | 1,1 | 3 9,2 7,4,0 | 3,7 7,8 4,2,0 |
| D | 1,1 | 3 9,2 7,4,0 | 3,7 7,8 6,8,0 |

VERBAL BOUNDARY DESCRIPTION

The 13 acre hotel complex is located on the Los Angeles County Assessor's parcel number: Map 5714, page 16, parcel 900. The property is bounded by South Grand Avenue and Orange Grove Boulevard to the east, West Colorado Street and the Colorado Street Bridge to the North, the property line which extends to California Terrace on the west and property line just south of the main hotel building. (See Map - 3).

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| | | | | | |
|---|---|---|---|---|---|
| STATE | | CODE | COUNTY | | CODE |
| STATE | | CODE | COUNTY | | CODE |

## 11 FORM PREPARED BY

NAME / TITLE
Robin Sweet and Michael Corbett

ORGANIZATION
Charles Hall Page & Associates, Inc.

DATE
September 10, 1980

STREET & NUMBER
364 Bush Street

TELEPHONE

CITY OR TOWN
San Francisco

STATE
California

## 12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

[✓ YES] NO___ NONE___

Dec. 15, 1980

Knox Mellon

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is ___National ___State ___Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

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CONTINUATION SHEET ITEM NUMBER 9. PAGE 1.

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Shoop, C. F., Pasadena Community Book, 1951 edition.

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Huntington Library
San Marino, California 91108

Pasadena Historical Society
470 W. Walnut
Pasadena, California

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CONTINUATION SHEET ITEM NUMBER 9. PAGE 2.

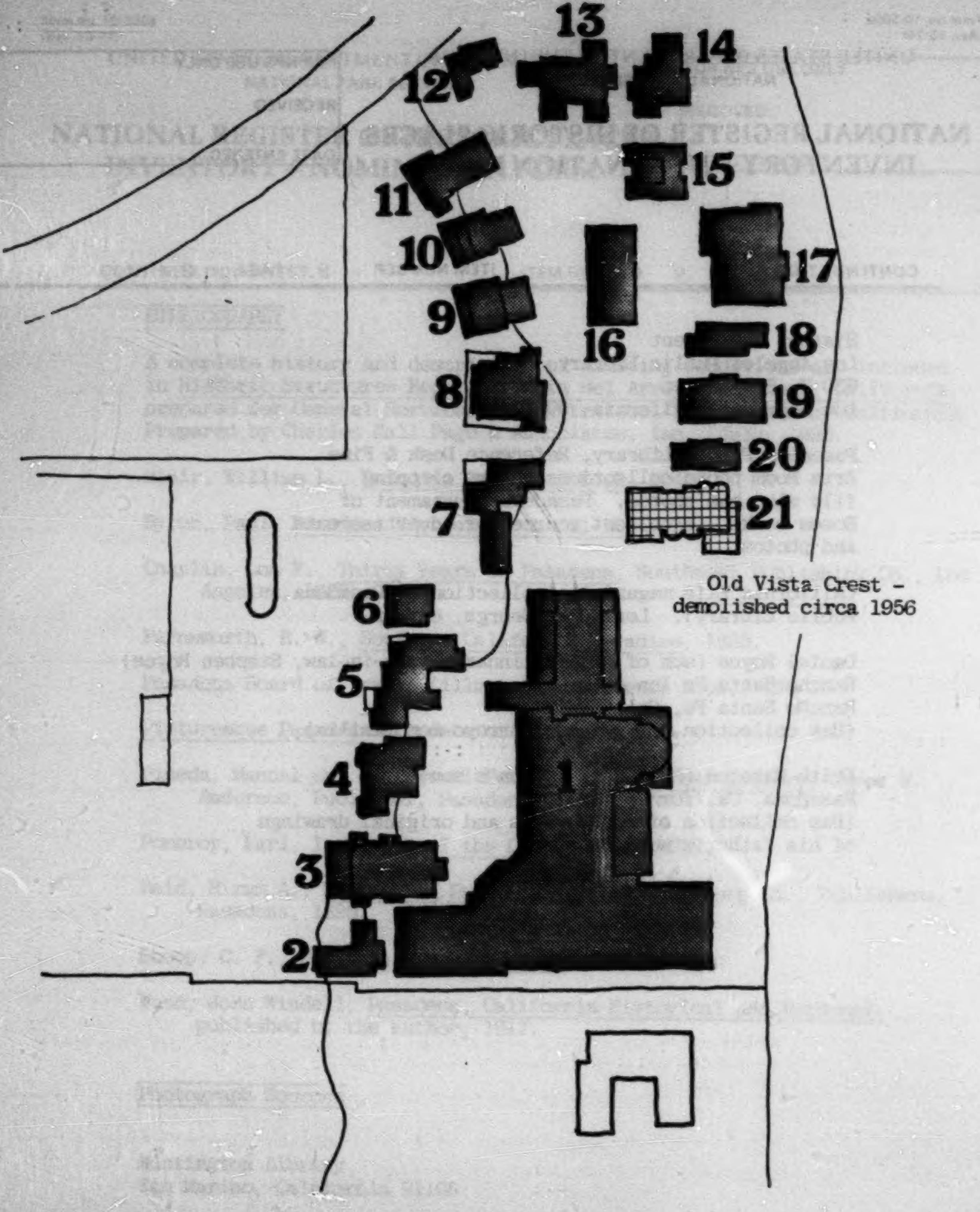
History Department
Los Angeles Public Library
630 W. 5th Street
Los Angeles, California 90071

Pasadena Public Library, Reference Desk & Fine Arts Room photo collections. News clipping file also has photos. Pasadena Tournament of Roses books - excellent source for advertisements and photos.

California Life magazines (collection at Pasadena Public Library). Louise M. George, editor.

Daniel Royce (son of Daniel Linnard's son-in-law, Stephen Royce)
Rancho Santa Fe Inn
Rancho Santa Fe, California
(Has collection of Vista del Arroyo memorabilia)

Keith Marston (Sylvanus Marston's son)
Pasadena, California
(Has collection of photographs and original drawings of his father's work)



13
14
12
15
11
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17
9
16
18
8
19
20
7
21
6
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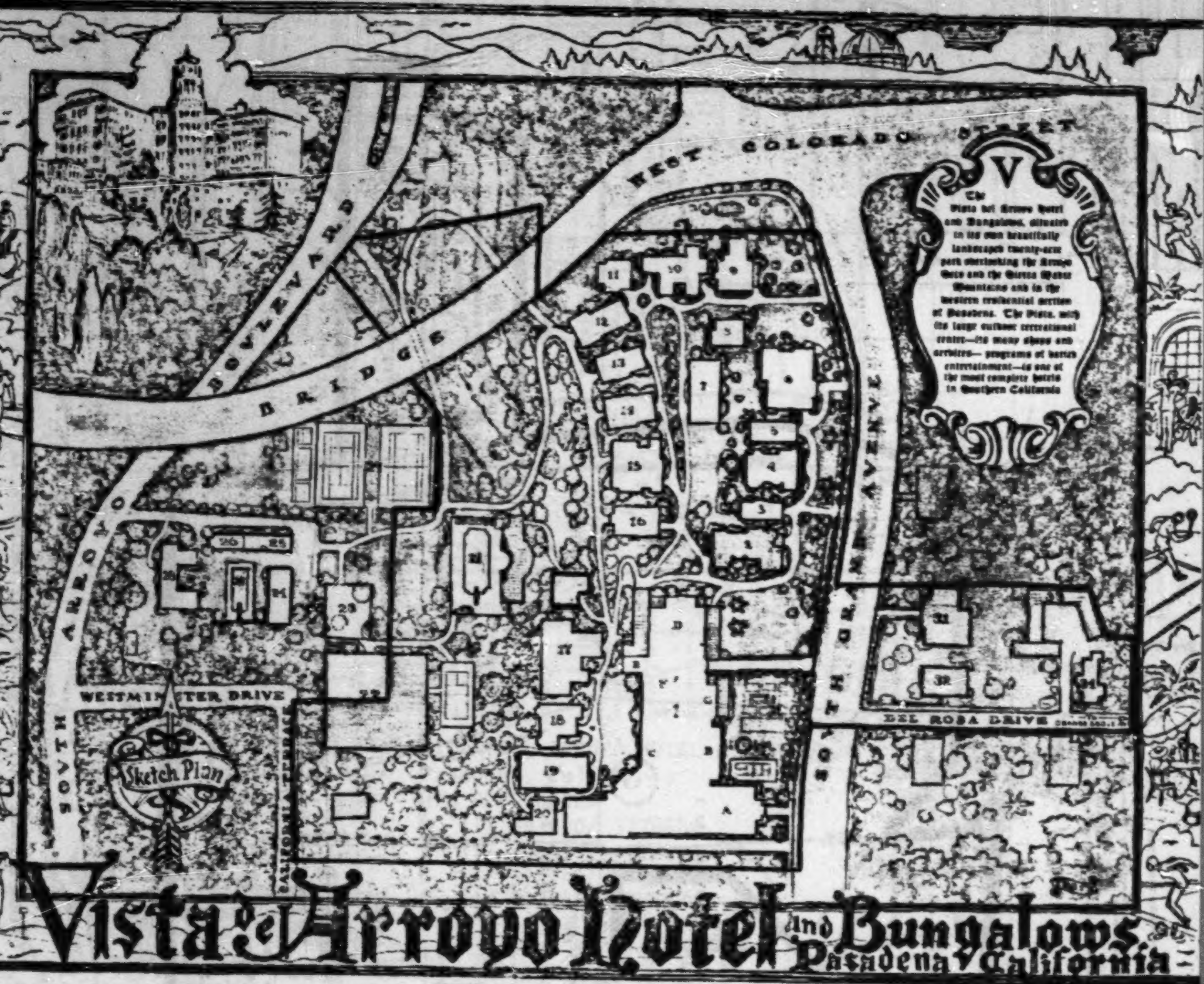
1
4
3
2

Old Vista Crest -
demolished circa 1956

VISTA DEL ARROYO HOTEL & BUNGALOWS
MAP - 1

(Numbers correspond to listing on continuation pages 3 and 4 of item number 8)

MAP - 2


WEST COLORADO STREET
BOULEVARD
BRIDGE
SOUTH ARROYO
WESTMINSTER DRIVE
CALIFORNIA TERRACE
SOUTH GRAND AVENUE
DEL ROSA DRIVE
V
Sketch Plan
Vista del Arroyo Hotel and Bungalows
Pasadena California

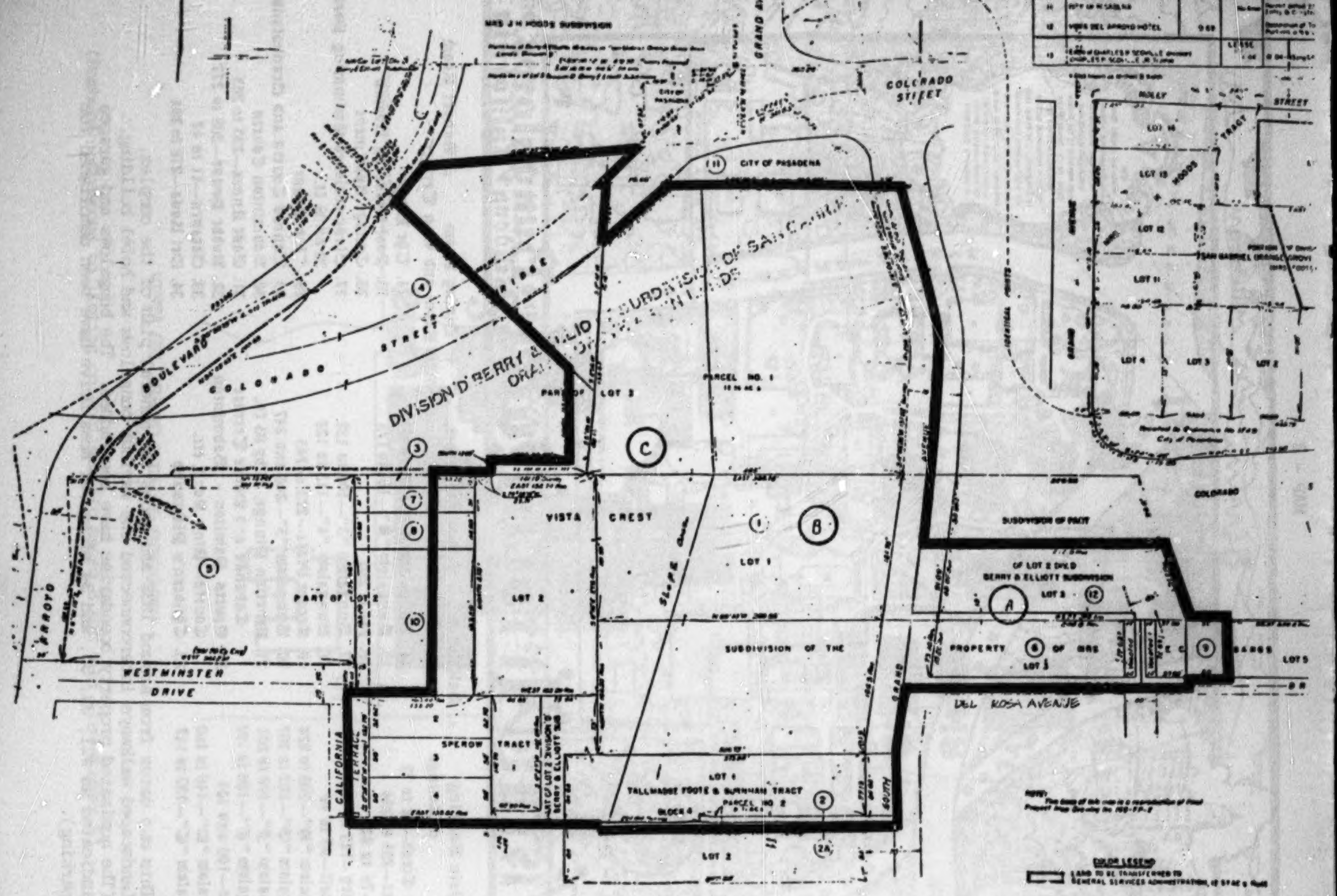
1. **Main Building** A. **BallRoom** B. **Spanish Room** C. **Dining Room** E. **Sunset Room**
D. **Lounge** G. **Main Lobby** F. **Morning Room and Sun Terrace**

2. Vista Crest—62 to 77
3. Stuart—231 to 234
4. Cox—78 to 82
5. Griffith—123 to 125
6. Maxwell—95 to 99
7. Bungalow "H"—208 to 224
8. Bungalow "G"—202 to 207
9. Bungalow "F"—199 to 201
0. Bungalow "E"—186 to 196
. Clarke—100 and 101
2. Bungalow "D"—148 to 160
. Bungalow "C"—137 to 147

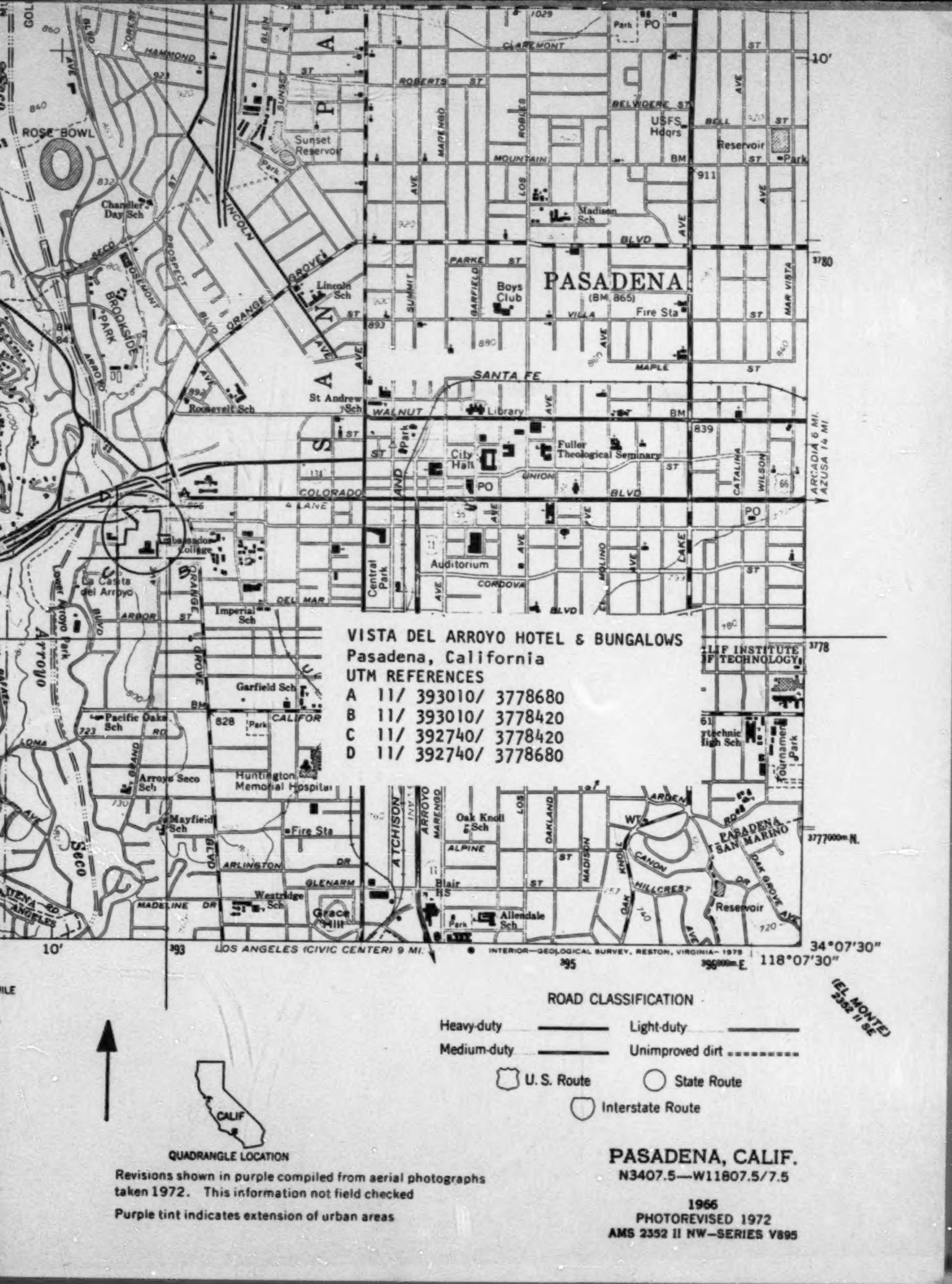
14. Bungalow "B"—176 to 185
15. Bungalow "A"—161 to 175
16. 248 to 230
17. Bungalow "I"—108 to 132
18. Bungalow "4"—115 to 122
19. Arroyo Vista—223 to 245
20. Bungalow "J"—246 and 247
21. Venetian Plunge, 33 by 83 ft., Cabanas and Dance Terrace
22. Sports Pavilion— Badminton Courts—Ping Pong, etc.
23. Children's Playground

24. The Lodge
25. Pool Dressing Rooms
26. Cottage Apartment
27. Glass-enclosed Swimming Pool, 20 by 38 ft.
28. Club House
29. Tennis Courts and Grandstand
30. Badminton Courts
31. East Annex—235 to 263
32. Kobbe House—268 to 277
33. Garages—11 to 47
34. Del Rosa—278 to 284

This map dates from around 1939 and shows the general plan of the complex. Landscaped walkways interconnected the various bungalows and hotel building. (The nominated property boundaries have been added. The bungalows and garages indicated as #21, 32, 33, and 34 along Del Rosa Drive have been demolished for parking).


MRS J H HOODS SUBDIVISION
GRAND AVE
COLORADO STREET
CITY OF PASADENA
DIVISION D BERRY & ELLIOTT SUBDIVISION OF SAN GABRIEL ORANGE GROVE LANDS
BOULEVARD
COLORADO STREET
BRIDGE
ARROYO
WESTMINSTER DRIVE
CALIFORNIA TERRACE
SPEROW TRACT
VISTA CREST
PART OF LOT 2
PART OF LOT 3
LOT 2
LOT 1
PARCEL NO. 1
SLOPE
SUBDIVISION OF THE
TALLMADGE FOOTE & BURNHAM TRACT
BLOCK 4
PARCEL NO. 2
GRAND
SOUTH
SUBDIVISION OF PART
OF LOT 2 DIV. D
BERRY & ELLIOTT SUBDIVISION
PROPERTY OF MRS
DEL ROSA AVENUE
COLORADO
HOLLY STREET
HOODS TRACT
LOT 14
LOT 13
LOT 12
LOT 11
LOT 4
LOT 3
LOT 2
LOT 5
SAN GABRIEL ORANGE GROVE
A
B
C
1
2
2A
3
4
5
6
7
8
9
10
11
12
COLOR LEGEND
LAND TO BE TRANSFERRED TO GENERAL SERVICES ADMINISTRATION

MAP - 3
(Item number 10, Geographical Data)


ROSE BOWL
Chandler Day Sch
BROOKSIDE PARK
Sunset Reservoir
Lincoln Sch
Roosevelt Sch
St Andrew Sch
PASADENA
(BM 865)
Boys Club
Madison Sch
USFS Hdqrs
Reservoir
Fire Sta
Library
City Hall
PO
Fuller Theological Seminary
COLORADO BLVD
Auditorium
Central Park
Ambassador College
La Casita del Arroyo
Arroyo Seco
Imperial Sch
Garfield Sch
Pacific Oaks Sch
Arroyo Seco Sch
Mayfield Sch
Huntington Memorial Hospital
Fire Sta
Westridge Sch
Grace Hill
Oak Knoll Sch
Blair HS
Allendale Sch
CALIF INSTITUTE OF TECHNOLOGY
Polytechnic High Sch
Tournament Park
PASADENA SAN MARINO
ARCADIA 6 MI.
AZUSA 14 MI.
LOS ANGELES (CIVIC CENTER) 9 MI.
INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1975
34°07'30"
118°07'30"
3777000m N.
396000m E.
(EL MONTE) 2352 II SE
ROAD CLASSIFICATION
Heavy-duty
Light-duty
Medium-duty
Unimproved dirt
U. S. Route
State Route
Interstate Route
CALIF
QUADRANGLE LOCATION
Revisions shown in purple compiled from aerial photographs taken 1972. This information not field checked
Purple tint indicates extension of urban areas
PASADENA, CALIF.
N3407.5—W11807.5/7.5
1966
PHOTOREVISED 1972
AMS 2352 II NW—SERIES V895

VISTA DEL ARROYO HOTEL & BUNGALOWS
Pasadena, California
UTM REFERENCES

| | | | |
|---|---|---|---|
| A | 11/ | 393010/ | 3778680 |
| B | 11/ | 393010/ | 3778420 |
| C | 11/ | 392740/ | 3778420 |
| D | 11/ | 392740/ | 3778680 |

# APPENDIX 3

## PARKING STUDY AND AIR QUALITY, NOISE AND TRAFFIC REPORT

# PARKING STUDY AND

# AIR QUALITY, NOISE AND TRAFFIC REPORT

for

U.S. COURT OF APPEALS
& FEDERAL BUILDING
Pasadena, California

Prepared for
NEPTUNE AND THOMAS ASSOCIATES

By
BARTON-ASCHMAN ASSOCIATES, INC.
Pasadena, California
November, 1980

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# 1. INTRODUCTION

The currently vacant Vista del Arroyo Hotel in Pasadena, California, with its large main building and nineteen cottages on a 13 acre landscaped site, is being planned as the site of U.S. Court of Appeals and Federal Building. The six-story main building is positioned at the edge of a residential neighborhood and at the crest of a steeply sloped site overlooking the wide Arroyo Seco. Comprising 143,000 square feet, the main building is planned to be occupied by 310 employees at the opening date of September of 1982. Eventually, it will be occupied by 341 employees. For the purposes of this study, the ultimate 341 employees will be used assuming 1982 background conditions. This report presents the findings and recommendations of a study conducted to:

- Evaluate the impact such a development would have upon existing and future traffic conditions in and around the site and recommend mitigating measures where appropriate to reduce/eliminate any adverse impacts.

- Recommend a parking plan and an access plan capable of providing safe and efficient ingress and egress for the Federal Building while at the same time reducing any parking impacts on the adjoining residential neighborhood;

-- Respond to specific questions and concerns raised by residents of the adjacent neighborhood.

Chapter 2 of this report summarizes the existing land use and transportation system in the vicinity of the Vista del Arroyo.

The traffic impacts and recommended mitigation measures are detailed in Chapter 3 while Chapter 4 outlines parking alternatives for the proposed development and recommends a parking system.

Chapters 5 and 6 contain the air quality and noise analyses based on the trip generation and parking systems described above.

Finally, Chapter 7 summarizes the report findings and recommendations by responding to each of the citizen's concerns raised during a public meeting conducted by General Services Administration (GSA).

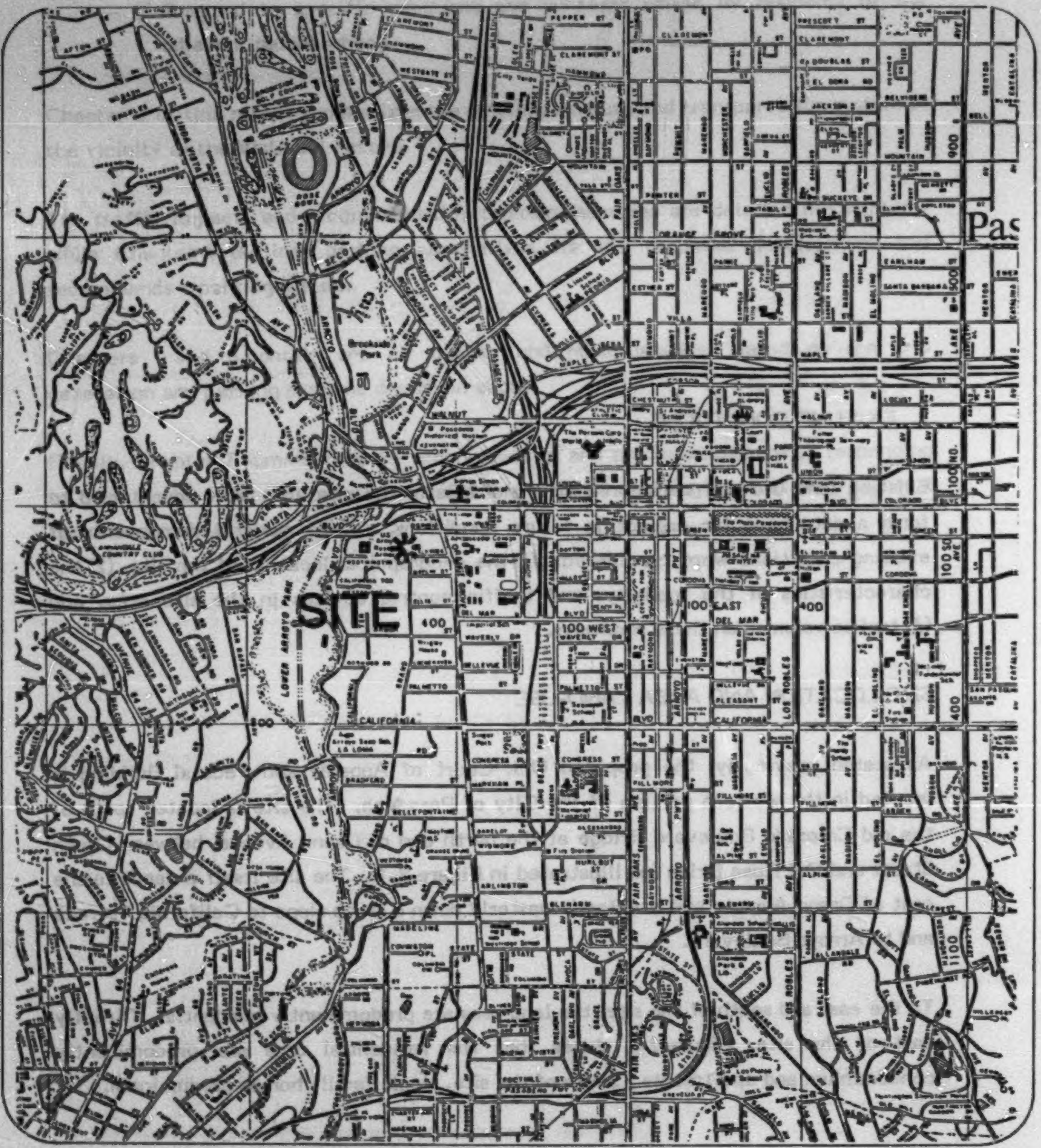
## 2. EXISTING CONDITIONS

Existing land use and transportation conditions in the site area were inventoried to form a data base for projecting future conditions. Three general components of existing conditions were considered: (1) the geographical location of the site, (2) the characteristics of the roadways and traffic control devices in the site area, and (3) traffic volumes on these roadways.

### SITE LOCATION AND AREA LAND-USE

As stated previously, the proposed U.S. Court of Appeals and Federal Building is located in the western portion of the City of Pasadena. The site is located south of the old Colorado Boulevard Bridge at the north end of Grand Avenue, between Green Street and Del Rosa Drive (as illustrated in Figure 2-1). The site itself extends to the east of Grand Avenue and it extends westerly down a steep slope to California Terrace and to Arroyo Boulevard.

To the east and south of the site, the land uses are predominantly residential. Directly east of the site, Figure 2-2 shows that the residential uses are predominantly condominium and apartments. South of the site, single family homes predominate.


SITE
Pas
ROSE BOWL
ARROYO
LINDA VISTA
COUNTRY CLUB
LOWER ARROYO PARK
ORANGE GROVE
MAPLE
WALNUT
COLORADO
CORDOVA
100 EAST
DEL MAR
100 WEST
WAVERLY
400
PALMETTO
CALIFORNIA
FAIR OAKS
LOS ROBLES
MARENGO
OAKLAND
MADISON
LAKE
1000 NO.
100 SO
500
900
1100
MENTOR
FILLMORE
GLENARM
STATE ST
PASADENA FWY

## SITE LOCATION

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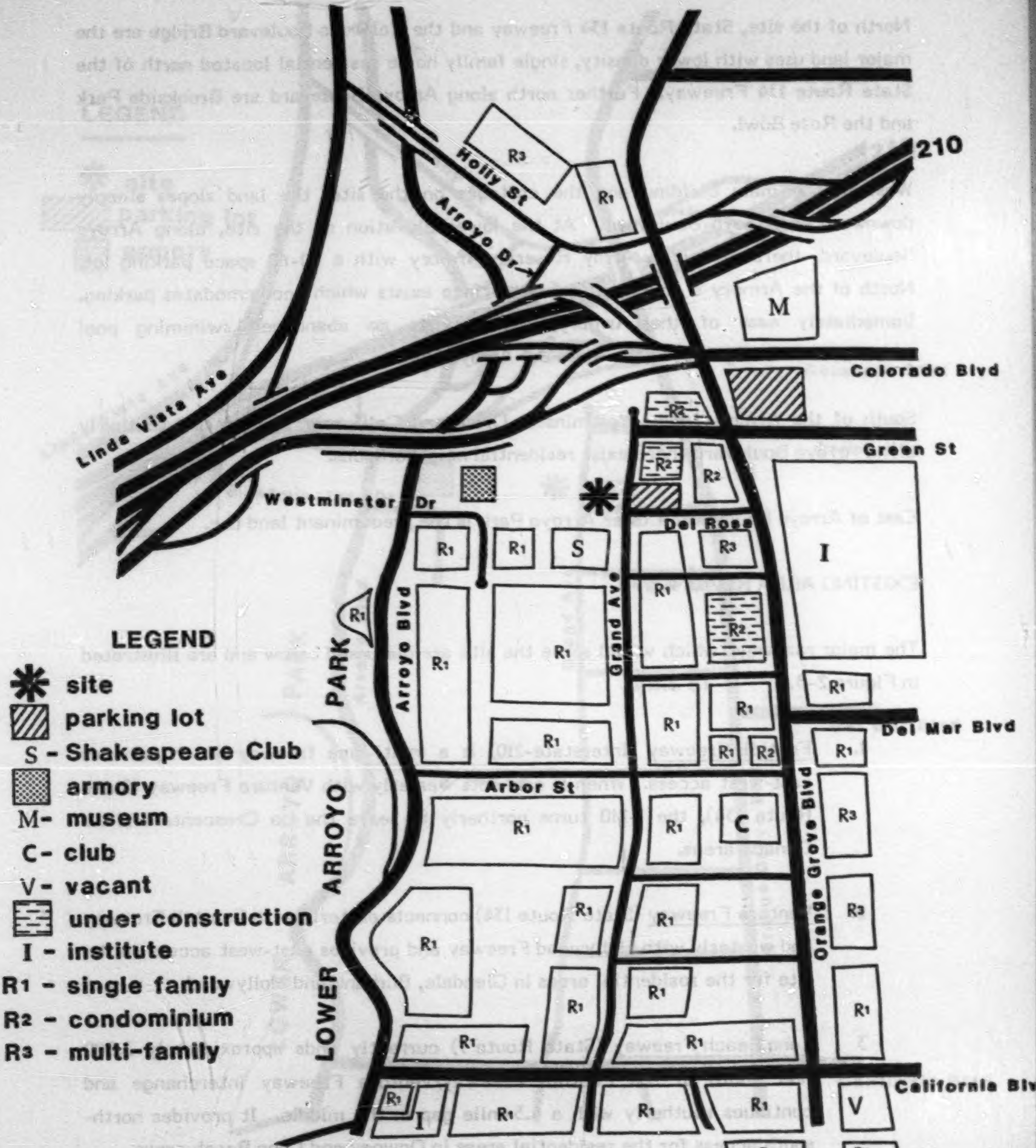
FIGURE 2-1


210
Holly St
Arroyo Dr
Linda Vista Ave
Colorado Blvd
Green St
Westminster Dr
Del Rosa
Grand Ave
Arroyo Blvd
Del Mar Blvd
Arbor St
Orange Grove Blvd
California Blvd
LOWER ARROYO PARK
M
R3
R1
R2
R3
S
I
C
V
LEGEND
✱ site
▨ parking lot
S - Shakespeare Club
▩ armory
M- museum
C- club
V- vacant
▤ under construction
I - institute
R1 - single family
R2 - condominium
R3 - multi-family
N

# PREDOMINANT LAND USES ADJACENT TO THE SITE

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FIGURE 2-2

North of the site, State Route 134 Freeway and the Colorado Boulevard Bridge are the major land uses with lower density, single family home residential located north of the State Route 134 Freeway. Further north along Arroyo Boulevard are Brookside Park and the Rose Bowl.

West of the main building and the cottages on the site, the land slopes steeply downward to Arroyo Boulevard. At the lower elevation of the site, along Arroyo Boulevard, there is a U.S. Army Reserve Armory with a 50-60 space parking lot. North of the Armory a concrete/asphalt surface exists which accommodates parking. Immediately east of the Armory, there exists an abandoned swimming pool which once served guests of the Vista del Arroyo Hotel.

South of the Armory along Westminster Drive and California Terrace and southerly along Arroyo Boulevard there exist residential neighborhoods.

East of Arroyo Boulevard, Lower Arroyo Park is the predominant land use.

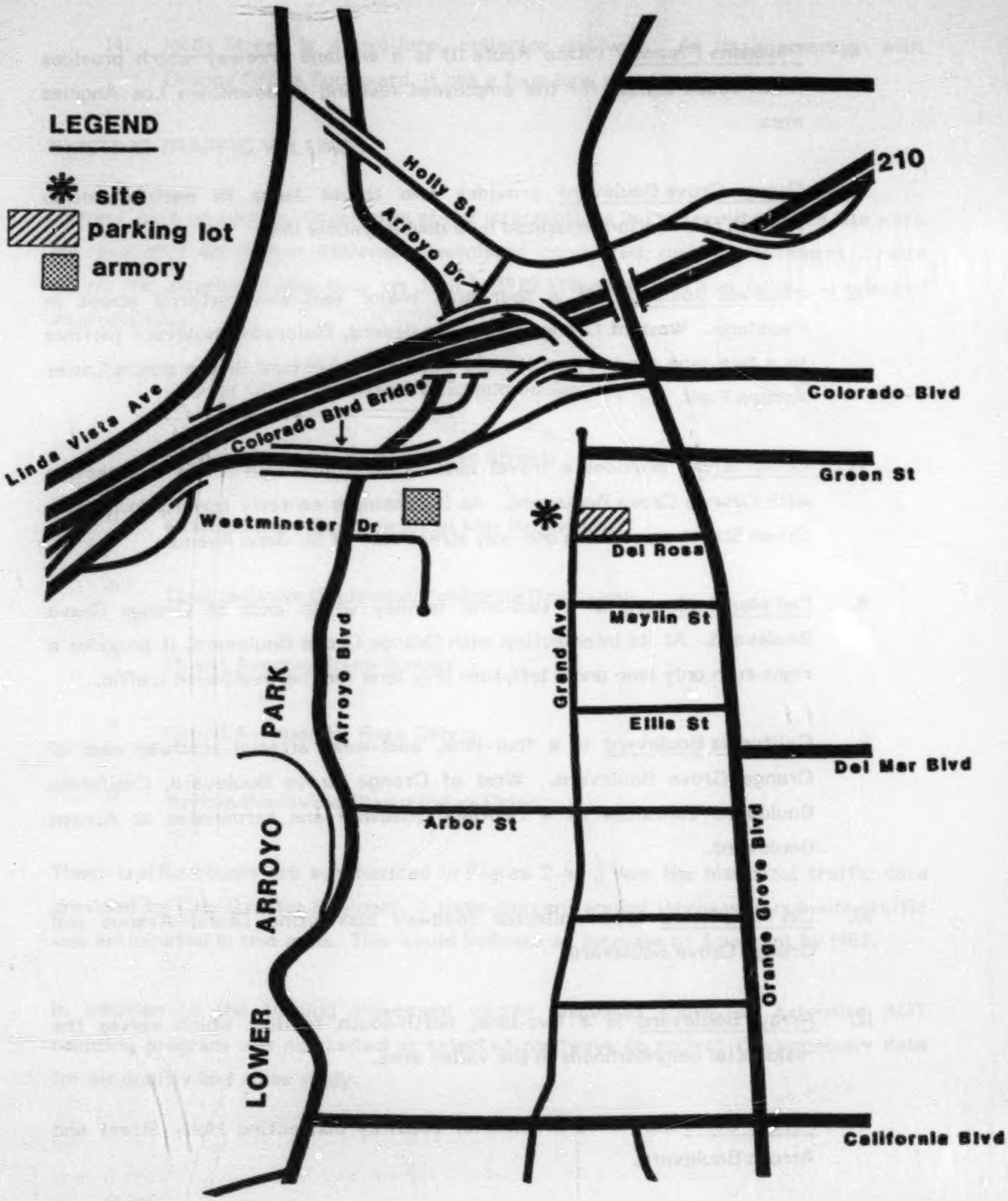
## EXISTING AREA ROADNET

The major roadways which would serve the site are discussed below and are illustrated in Figure 2-3.

1. Foothill Freeway (Interstate-210) is a multi-lane freeway which provides east-west access. When it connects westerly with Ventura Freeway (State Route 134), the I-210 turns northerly to serve the La Crescenta and La Canada areas.

2. Ventura Freeway (State Route 134) connects easterly with Foothill Freeway and westerly with Hollywood Freeway and provides east-west access to the site for the residential areas in Glendale, Burbank and Hollywood.

3 Long Beach Freeway (State Route 7) currently ends approximately 3,500 feet south of the Foothill Freeway/Ventura Freeway interchange and continues southerly with a 4.5-mile gap in the middle. It provides north-south access for the residential areas in Downey and Long Beach areas.


LEGEND
✱ site
▨ parking lot
▩ armory
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Holly St
Arroyo Dr.
Linda Vista Ave
Colorado Blvd Bridge
Colorado Blvd
Green St
Westminster Dr
Del Rosa
Maylin St
Grand Ave
Ellis St
Del Mar Blvd
Arroyo Blvd
Arbor St
Orange Grove Blvd
LOWER ARROYO PARK
California Blvd
N

AREA ROADNET

BARTON-ASCHMAN ASSOCIATES, INC.

FIGURE 2-3

4. Pasadena Freeway (State Route II) is a six-lane freeway which provides north-south access for the employees residing in downtown Los Angeles area.

5. Orange Grove Boulevard provides two travel lanes in each direction through this section separated by a double-yellow line.

6. Colorado Boulevard is a four-lane, major east-west arterial street in Pasadena. West of Orange Grove Boulevard, Colorado Boulevard narrows to a two-lane roadway on the old Colorado Boulevard Bridge across Lower Arroyo Park.

7. Green Street provides a travel lane in each direction at its intersection with Orange Grove Boulevard. As it continues easterly toward downtown, Green Street serves as a one-way street east of St. John Avenue.

8. Del Mar Boulevard is a two-lane facility which ends at Orange Grove Boulevard. At its intersection with Orange Grove Boulevard, it provides a right-turn only lane and a left-turn only lane for the westbound traffic.

9. California Boulevard is a four-lane, east-west arterial roadway east of Orange Grove Boulevard. West of Orange Grove Boulevard, California Boulevard continues as a two-lane roadway and terminates at Arroyo Boulevard.

10. Del Rosa Drive is a collector roadway connecting Grand Avenue and Orange Grove Boulevard.

12. Arroyo Boulevard is a two-lane, north-south facility which serves the residential neighborhoods in the valley area.

13. Arroyo Drive serves as a collector roadway connecting Holly Street and Arroyo Boulevard.

14. Holly Street is a two-lane, collector roadway. At its intersection with Orange Grove Boulevard, it has a four-lane cross section.

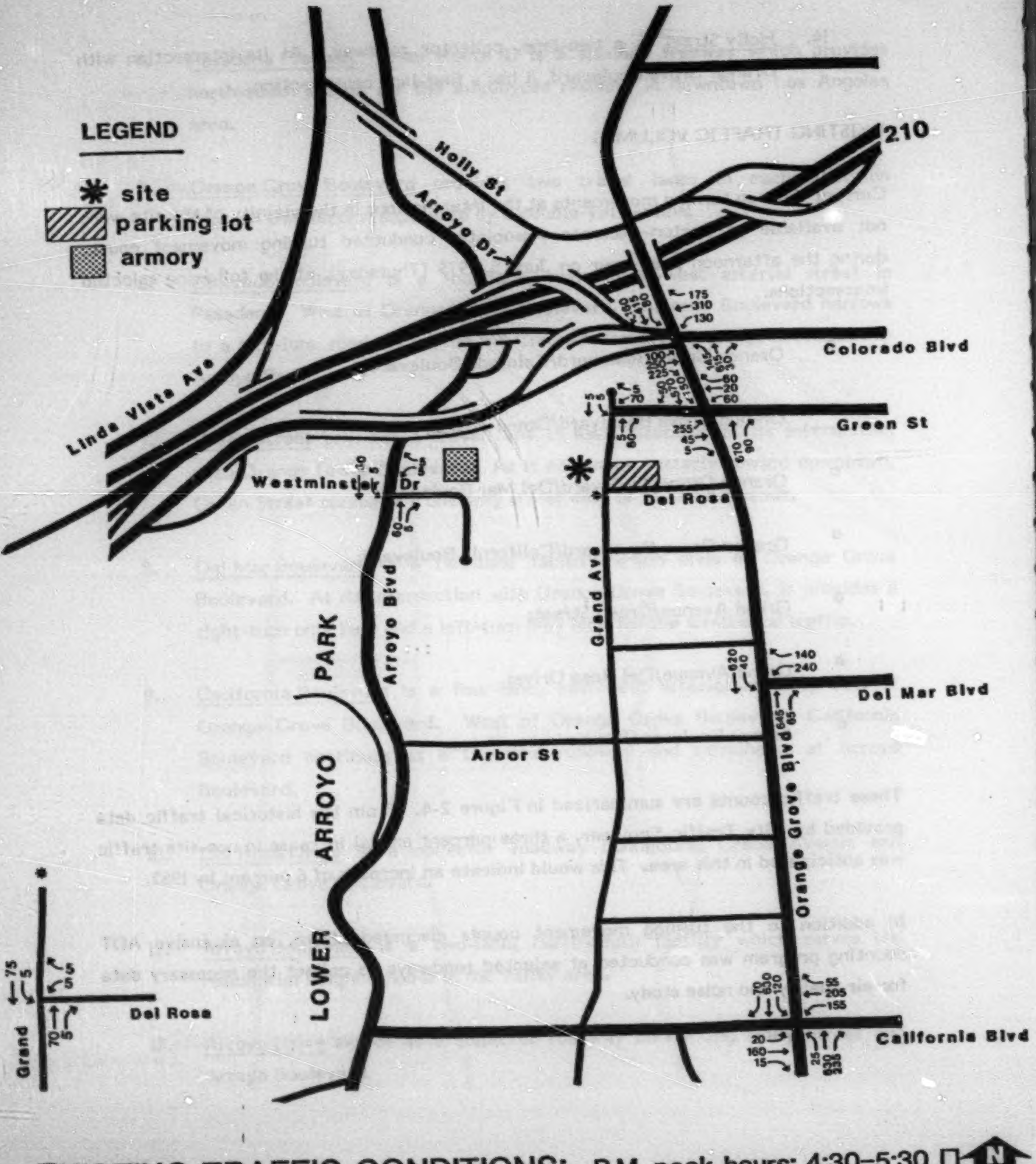
## EXISTING TRAFFIC VOLUMES

Current data on turning movements at the intersections in the vicinity of the site were not available so Barton-Aschman Associates conducted turning movement counts during the afternoon peak-hour on June 5, 1979 (Thursday), at the following selected intersections:

- Orange Grove Boulevard/Colorado Boulevard;
- Orange Grove Boulevard/Green Street;
- Orange Grove Boulevard/Del Mar Boulevard;
- Orange Grove Boulevard/California Boulevard;
- Grand Avenue/Green Street;
- Grand Avenue/Del Rosa Drive;
- Arroyo Boulevard/Westminster Drive.

These traffic counts are summarized in Figure 2-4. From the historical traffic data provided by City Traffic Engineer, a three-percent annual increase in non-site traffic was anticipated in this area. This would indicate an increase of 6 percent by 1982.

In addition to the turning movement counts discussed above, an extensive ADT counting program was conducted at selected roadways to collect the necessary data for air quality and noise study.


LEGEND
✱ site
▨ parking lot
▩ armory
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Holly St
Arroyo Dr
Linda Vista Ave
Colorado Blvd
Green St
Westminster Dr
Del Rosa
Grand Ave
Arroyo Blvd
Del Mar Blvd
Arbor St
Orange Grove Blvd
California Blvd
LOWER ARROYO PARK
175
310
130
100
200
225
145
615
30
60
20
60
5
70
255
45
5
610
90
140
240
620
40
645
65
55
205
155
70
630
120
20
160
15
25
930
235
75
5
5
5
70
5
Grand
Del Rosa

## EXISTING TRAFFIC CONDITIONS: P.M. peak hours: 4:30–5:30

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FIGURE 2-4

## PUBLIC TRANSPORTATION

In Pasadena, 13 different bus routes are provided by Southern California Rapid Transit District (SCRTD) and two of the bus routes directly serve the Vista del Arroyo area (Lines 434 and 436). Line 436 provides a headway of 15 minutes during peak hours on weekdays and utilizes Colorado Boulevard. Line 434 provides a headway of 30-40 minutes during peak hours on weekdays and uses Orange Grove Boulevard. The bus stop at the intersection of Colorado/Orange Grove is the closest stop to the site. Therefore the nearest transit service would require approximately a 5-minute walk from the site.

## 3. TRAFFIC IMPACT ANALYSIS

**In order to assess the impact of the proposed development with respect to traffic volumes, access and circulation, the following surveys and analyses were undertaken:**

1. **Site Reconnaissance: A field reconnaissance of the site and area roadways was conducted to identify existing physical and operating characteristics of the system.**

2. **Data Collection:**

    a. **Plans concerning the proposed development were obtained from General Services Administration;**

    b. **Officials of public agencies at the state, county and city were contacted concerning the existing projected traffic volume information on area roadways, and the planned or proposed improvements to the transportation system within the site vicinity;**

    c. **Maps, aerial photographs, and population data were obtained;**

d. Afternoon peak-hour counts were conducted at seven selected intersections in the site vicinity.

3. Directions of Approach and Departure Analysis: The directional distribution of site-generated traffic was analyzed based upon population and housing distribution within a 20-mile radius of the site.

4. Analysis of Existing Conditions: Based upon traffic counts at the major intersections, peak-hour traffic flow maps were prepared in order to evaluate existing conditions/operations. Based upon historical traffic data, these traffic volumes were expanded to the 1982 design year analyzed in detail herein.

5. Site Traffic Projections: Estimates of new traffic volumes which would result upon full occupancy of the building (assumed to occur as early as the end of 1982) were made. These projections were based upon trip generation rates determined via surveys of land-uses comparable to this development.

6. Traffic assignments: Based upon the directions of approach and site-generated traffic projections, site trips were assigned to the area roadway system. Then, these afternoon peak-hour site-trips were combined with through (non-site) traffic and assigned to the roadway system. The results of this assignment were used to analyze site access design and determine potential external roadway impovements.

7. Roadway Capacity analyses: Capacity Analyses were performed to determine the levels of service at critical intersections during the peak hour, and thus determine the adequacy of the roadway system to accommodate future demand.

8. Mitigation Measures: Utilizing all of the above information, mitigation measures were tested to identify the location and types of improvements necessary to produce an efficient transportation system.

## DIRECTIONAL DISTRIBUTION OF SITE TRAFFIC

The directions from which employees and visitors approach and depart an office building are based upon several variables. The nature of the regional and local road network, the levels of congestion on roadways serving the site, and the relative ease of travel on these roadways generally influence the travel patterns of drivers.

For the proposed U.S. Court of Appeals and Federal Building, the primary origins for inbound trips and destinations for outbound trips will be the location of employee residences or visitor home-offices/residences. However, General Services Administration (GSA) has not yet decided specifically which government agencies will move into this building. Thus, an approach was undertaken to estimate the directional distribution of site traffic.

### Estimated Employee Distribution

Upon reviewing the analyses and results presented in the final environmental impact report for the downtown redevelopment project in the City of Pasadena*, together with current housing and population data received from Department of Regional Planning, County of Los Angeles, California, it was decided to use the 1980 housing and population distribution to establish the data base for the directions of approach/departure analysis.

As the said report showed, 21% of the employees who work in Downtown Pasadena office buildings reside in Pasadena. This number (21%) was slightly modified to 25% to reflect the changes in availability and cost of energy since 1974. The distribution of employees in terms of travel distance is summarized in Table 3-1.

Table 3-1

| Location of Residences | % of Employees |
|---|---|
| In Pasadena | 25 |
| Outside of Pasadena and within 10-mile radius | 35 |
| Within 10-15 mile radius | 20 |
| Within 15-20 mile radius | 20 |
|  | 100% |

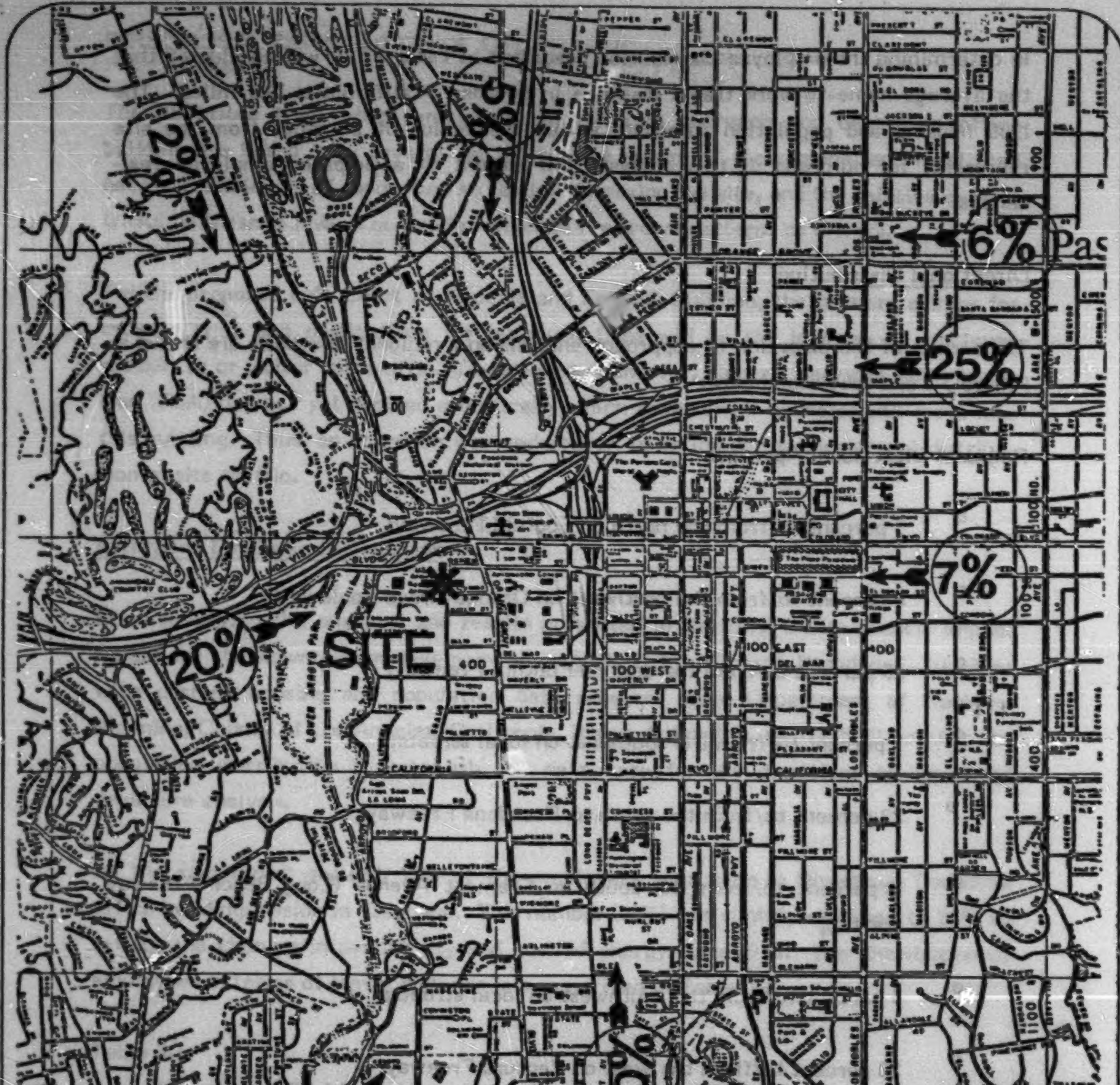
In determining the employee distribution described in Table 3-1, it was considered that the average home-to-work travel distance in Southern California is 10.5 miles. The 1980 housing and population forecasts within the radius of 20 miles from the site represent, for purposes of this analysis, 100 percent of anticipated employee residences.

Directional Distribution

The results of the direction of appproach analysis on a regional flow basis are shown in Figure 3-1 and tabulated below:

Regional Directional Approach

- 5 percent to/from the north on Foothill Freeway;
- 6 percent to/from the northeast on Orange Grove Boulevard;
- 25 percent to/from the east on Foothill Freeway;
- 7 percent to/from the southeast on local streets;
- 22 percent to/from the south on Pasadena Freeway;
- 10 percent to/from the south on Fremont Avenue (Long Beach Freeway traffic);
- 3 percent to/from the southwest on local streets;
- 20 percent to/from the west on Ventura Freeway;
- 2 percent to/from the northwest on Holly Street.


2%
5%
6%
25%
7%
20%
SITE
10%
3%
22%

# REGIONAL DIRECTIONS OF APPROACH

BARTON-ASCHMAN ASSOCIATES, INC.

FIGURE 3-1

In determining the directional approach described above, it was assumed that in 1982, the opening year of the proposed Federal Building, the Long Beach Freeway would not be connected through South Pasadena. The Long Beach Freeway site-traffic from the south would get off the freeway at Fremont Avenue and access the site by driving along the local streets.

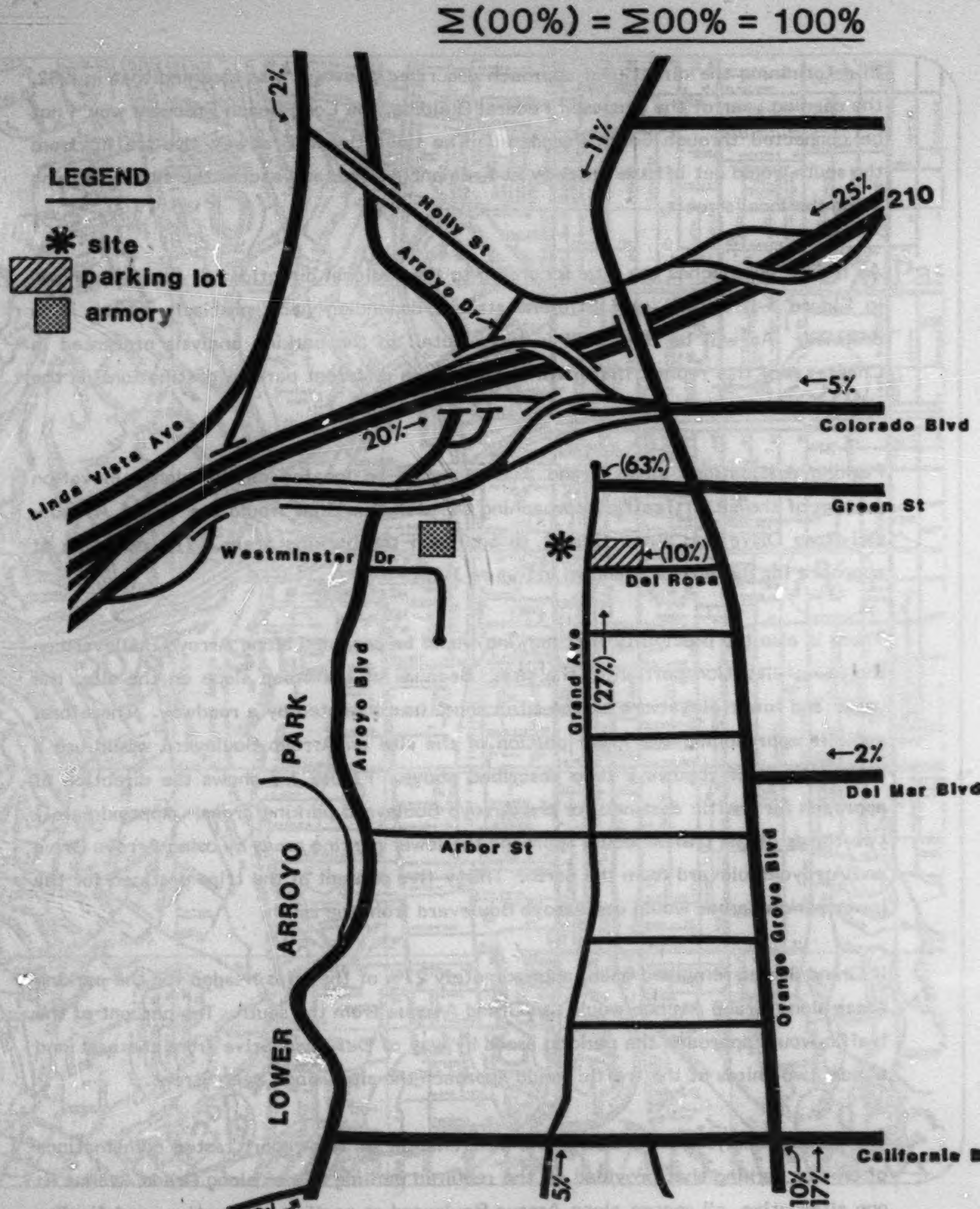
As traffic approaches the site according to the regional directions of approach shown in Figure 3-1, it will use different streets depending upon precisely where it is destined. As will be described in more detail in the parking analysis presented in Chapter 4 of this report, there will likely be two different parking destinations on the site.

Parking destinations along Grand Avenue would be located on the higher elevation portion of the site. Traffic approaching these destinations would use Grand Avenue, Del Rosa Drive and Green Street to approach the parking areas. The direction of approach for these trips is shown in Figure 3-2.

There is also the possibility that parking would be provided along Arroyo Boulevard on the lower elevation portion of the site. Because of the steep slope on the site, the upper and lower elevations on the site cannot be connected by a roadway. Therefore, vehicles approaching the lower portion of the site on Arroyo Boulevard would use a different set of roadways than described above. Figure 3-3 shows the direction of approach for traffic destined for the Arroyo Boulevard parking areas. Approximately two-thirds of the traffic would approach the lower parking areas by using Arroyo Drive and Arroyo Boulevard from the north. Thirty-five percent of the trips destined for the lower parking areas would use Arroyo Boulevard from the south.

If Grand Street remained open, approximately 27% of the trips headed for the parking areas along Grand Avenue would use Grand Avenue from the south. Ten percent of the traffic would approach the parking areas by way of Del Rosa Drive from the east and almost two-thirds of the traffic would approach the site using Green Street.

The parking analyses described in the next chapter of this report tested combinations of on-site parking that provided all the required parking spaces along Grand Avenue as one alternative, all spaces along Arroyo Boulevard as another alternative, and finally,

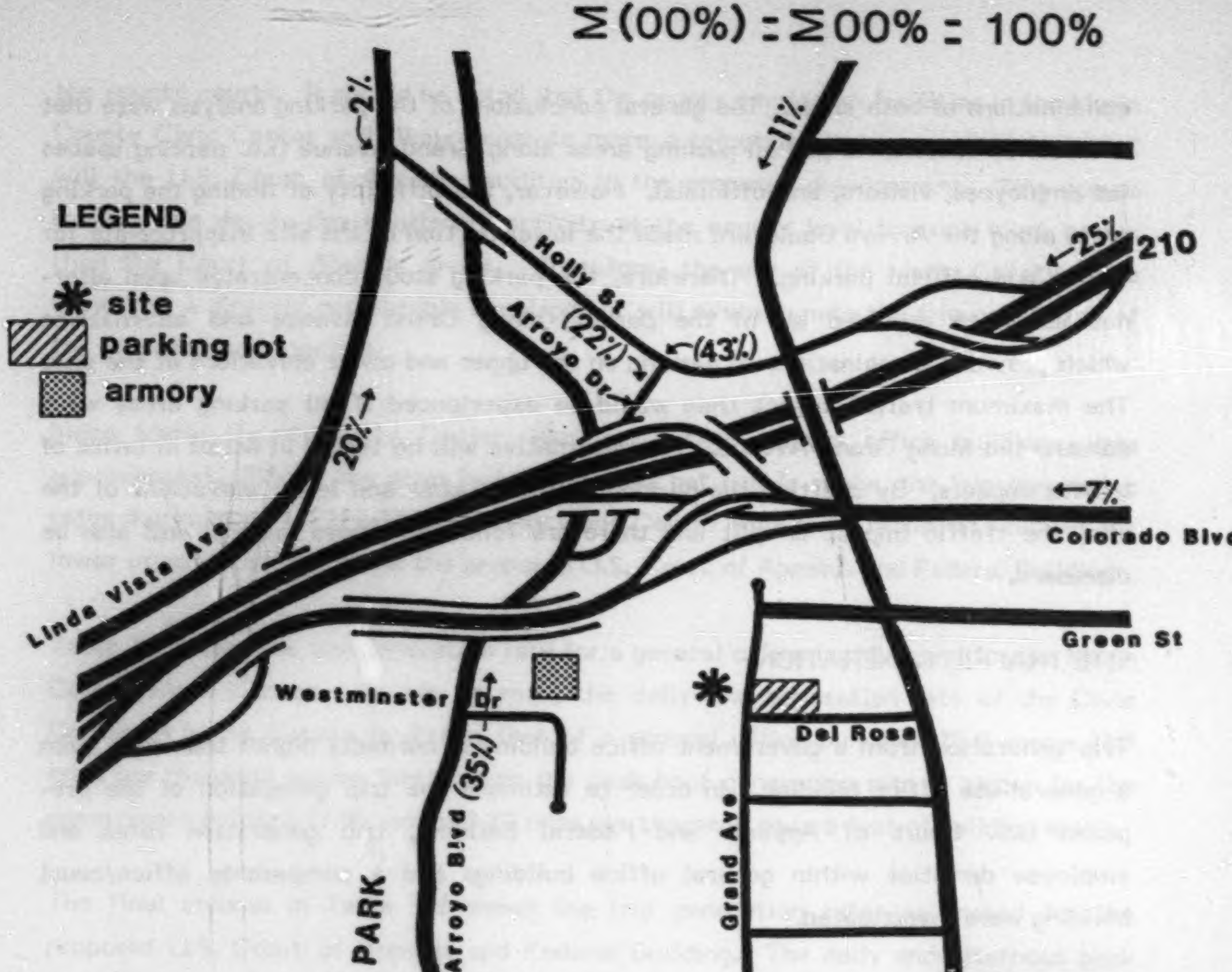


Σ(00%) = Σ00% = 100%
LEGEND
✱ site
▨ parking lot
▩ armory
2%
11%
25%
210
Holly St
Arroyo Dr
Linda Vista Ave
20%
5%
Colorado Blvd
(63%)
Green St
Westminster Dr
(10%)
Del Rosa
Grand Ave
(27%)
Arroyo Blvd
LOWER ARROYO PARK
2%
Del Mar Blvd
Arbor St
Orange Grove Blvd
California B
5%
10%
17%
3%

# LOCAL DIRECTIONS OF APPROACH
## for traffic destined to Grand Avenue parking locations

BARTON-ASCHMAN ASSOCIATES, INC.

FIGU
3-


Σ(00%) = Σ00% = 100%
LEGEND
site
parking lot
armory
2%
Holly St
Arroyo Dr
(22%)
(43%)
11%
25%
210
20%
Linda Vista Ave
7%
Colorado Blvd
Green St
Westminster Dr
Del Rosa
(35%)
Arroyo Blvd
Grand Ave
PARK
ARROYO
LOWER
Del Mar Blvd
Arbor St
Orange Grove Blvd
California
10%
3%
5%
17%

**LOCAL DIRECTIONS OF APPROACH**
**for traffic destined to Arroyo Boulevard parking locations**

BARTON-ASCHMAN ASSOCIATES, INC.

FIG
3-

combinations of both areas. The general conclusions of the parking analysis were that it would be feasible to put all parking areas along Grand Avenue (i.e. parking spaces for employees, visitors, and officials). However, the difficulty of finding the parking areas along the Arroyo Boulevard made the lower portion of the site inappropriate for visitor and official parking. Therefore, the parking study concentrated upon alternatives which provided all of the parking along Grand Avenue and alternatives which provided combinations of parking on the upper and lower elevations at the site. The maximum traffic impact then would be experienced if all parking areas were constructed along Grand Avenue. This alternative will be tested in detail in terms of traffic impacts. By splitting the parking onto the upper and lower elevations of the site, the traffic impact is split and therefore reduced. These impacts will also be discussed.

## SITE TRAFFIC GENERATION

Trip generation from a government office building is normally higher than that from a general-use office building. In order to estimate the trip generation of the proposed U.S. Court of Appeals and Federal Building, trip generation rates and employee densities within general office buildings and a comparable office/court building were investigated.

The proposed U.S. Court of Appeals and Federal Building renovation has been designed so that at the opening of the project in 1982, only 90,000 square feet of the total 143,000 square foot building would actually be in use as active office/court space. Upon full utilization of the building, only 105,000 square feet would be assigned as usable space. The ultimate net usable space results in 73.5 percent of the total gross building area being used as employee/visitor area. In a modern office building, approximately 90% of the gross building area is actually assignable as net usable area when the building is leased. Therefore, a trip generation rate based upon gross building area would over estimate the amount of travel that would likely be generated by the proposed development in the Vista del Arroyo Hotel.

A review of national trip generation research conducted by the Institute of Transportation Engineers showed that a somewhat comparable site to the one proposed is the Civic Center in Marin County, California. The Civic Center houses county offices and the county courts. It should be noted that the county courtroom facilities in the Marin County Civic Center will likely generate more automobile trips per square foot that will the U.S. Court of Appeals facilities in the proposed development. This occurs because the day-to-day courtroom activity at the county level is much more active than the Court of Appeals levels. Therefore, the use of the Marin County Civic Center as a directly comparable development will overestimate the trip generation of the proposed development.

Since Marin County Civic Center, like most other modern office buildings, uses approximately 90% of the gross building area as net usable space, the trip generation rates documented for the Marin County Civic Center have to be reduced to reflect the lower intensity of use within the proposed U.S. Court of Appeals and Federal Building.

Table 3-2 shows the trip generation rate for a general office building and for the Marin County Civic Center. As can be seen, the daily trip generation rate of the Civic Center in Marin County is double that of a general office building (25.0 versus 12.3 trips per thousand square feet). Even the peak hour generation rate is higher for the government building (2.85 versus 2.20 trips per thousand square feet of building area).

The final column in Table 3-2 shows the trip generation rates estimated for the proposed U.S. Court of Appeals and Federal Building. The daily and afternoon peak hour generation rates were obtained by reducing the Marin County Civic Center rates to reflect the lower employee density within the building. The resulting afternoon peak hour trip generation rate of 2.07 trips per thousand square feet of gross building area is actually comparable to a general office building (2.07 versus 2.20). Again, this is due to the lower employee density planned for the U.S. Court of Appeals and Federal Building. On a daily basis, the project would generate more trips than a general office building because of the higher levels of visitor trips.

Table 3-3 summarizes the actual daily and afternoon peak hour automobile trips estimated as a result of applying the trip generation rates described above. On a daily basis, the proposed building would generate almost 2,600 automobile trips per day (1,300 vehicles into the site and 1,300 vehicles out of the site). In the afternoon peak hour, a total of 300 trips would be made with the predominant movement being

Table 3-2
TRIP GENERATION RATE

| Development Characteristics | General Office (1) Building | Civic Center in (1) Marin County, California | U.S. Court of Appeals & Federal Building in Pasadena, California |
|---|---|---|---|
| Number of Employees | - | 575 | 341 |
| Gross Space | - | 145,000 sq. ft. | 143,000 sq. ft. |
| Net Usable space (percentage of gross space) | - | 130,500 sq. ft.<br>(90.0%) | 105,000 sq. ft.<br>(73.4%) |
| Number of Employees per thousand square feet of net usable space | 4.25-4.4 | 4.4 | 3.2 |
| Trip Generation Rate (Daily) (2) | 12.3 | 25.0 | 18.2 (3) |
| Trip Generation Rate (Afternoon peak) (2) | 2.20 | 2.85 | 2.07 (4) |

(1) Source: Institute of Transportation Engineers. Trip Generation, An Informational Report, Second Edition, 1979.

(2) Trip rates expressed in trips per 1,000 square feet of gross building area.

(3) Trip Generation Rate = $25.0 \times \frac{3.2}{4.4} = 18.2$ trips/1,000 - square feet

(4) Trip Generation Rate = $2.85 \times \frac{3.2}{4.4} = 2.07$ trips/1,000 - square feet

Table 3-3
SITE - GENERATED TRAFFIC

| | Trip Generation Rate * | | | | Number of Trips | | | |
|---|---|---|---|---|---|---|---|---|
| | | PM PEAK | | | | PM PEAK | | |
| Size | Daily | Inbound | Outbound | Total | Daily | Inbound | Outbound | Total |
| 143,000 sq. ft. | 18.2 | 0.41 | 1.66 | 2.07 | 2,600 | 60 | 240 | 300 |

---

* Trips per thousand square feet of gross building area.

vehicles leaving the site. To put the 300 vehicles per hour in perspective, the traffic counts shown in Figure 2-4 indicate that Orange Grove Boulevard now carries almost 1,600 vehicles during this same evening peak hour time period.

Even though the traffic volumes projected in this analysis represent reasonable estimates of the site activity, it should be pointed out that they do represent maximum values for the following reasons:

1. The estimates are based upon an office/court building (Marin County California Civic Center) where the County Courts generate more activity on a daily basis than do Federal Appeals Courts.

2. Although public transportation to the site is now available, RTD plans to increase 3 lines to serve this area. Thus, there is a definite potential for both employee and visitor trips being served by public transit rather than by private automobile.

3. Due to the federal government's increased emphasis upon reducing gas consumption, an extensive carpooling program could become increasingly important over time.

4. In view of the fact that the normal working time of Court of Appeals is from 10 A.M. to 4 P.M., much traffic is generated by the Court may not contribute to the afternoon peak-hour traffic.

5. Many federal government offices are now working on flexible time schedules for the employees, and, to the extent that this is used, peak hour traffic impacts will be less than those projected in this report.

Therefore, the generation estimates used herein are definitely conservative insofar as the site-generated traffic's contribution to roadway requirements are concerned.

## TRAFFIC ASSIGNMENT

The traffic volumes that would be added to the roadway system serving the site were assigned to the system together with 1982 non-site (through) traffic projections. The resulting traffic demands were analyzed to evaluate the roadway cross section that would be required to adequately accommodate peak-hour traffic volumes.

### Traffic Assignment

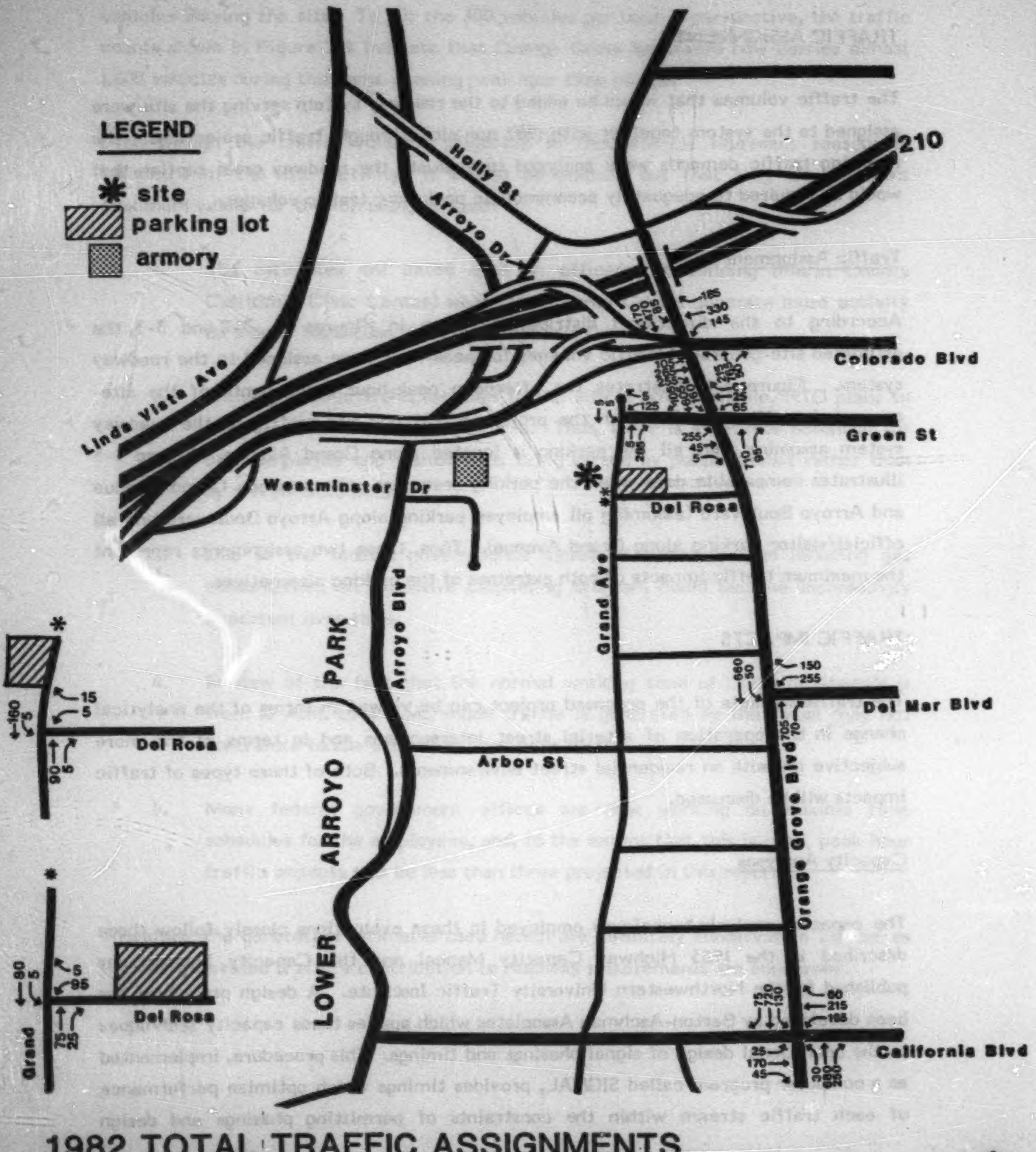
According to the directional distribution shown in Figures 3-1, 3-2 and 3-3, the estimated site-generated traffic volumes for peak-hour were assigned to the roadway system. Figure 3-4 illustrates the afternoon peak-hour assignments of the site-generated traffic together with the projected 1982 non-site traffic to the roadway system assuming that all the parking is located along Grand Avenue. Figure 3-5 illustrates comparable data when the parking areas are split between Grand Avenue and Arroyo Boulevard (assuming all employee parking along Arroyo Boulevard and all official/visitor parking along Grand Avenue). Thus, these two assignments represent the maximum traffic impacts of both extremes of the parking alternatives.

## TRAFFIC IMPACTS

The traffic impacts of the proposed project can be viewed in terms of the analytical change in the operation of arterial street intersections and in terms of the more subjective impacts on residential street environments. Both of these types of traffic impacts will be discussed.

### Capacity Analyses

The capacity analysis techniques employed in these evaluations closely follow those described in the 1965 Highway Capacity Manual and the Capacity Nomographs published by the Northwestern University Traffic Institute. A design procedure has been developed by Barton-Aschman Associates which applies these capacity techniques to the operational design of signal phasings and timings. This procedure, implemented as a computer program called SIGNAL, provides timings which optimize performance of each traffic stream within the constraints of permitting phasings and design


LEGEND
✱ site
▨ parking lot
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210
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Arroyo Dr
Arroyo Dr
Linda Vista Ave
Colorado Blvd
Green St
Westminster Dr
Del Rosa
Grand Ave
Arroyo Blvd
ARROYO PARK
LOWER ARROYO
Arbor St
Del Mar Blvd
Orange Grove Blvd
California Blvd
170
470
85
185
330
145
100
250
255
105
460
160
215
213
180
90
5
125
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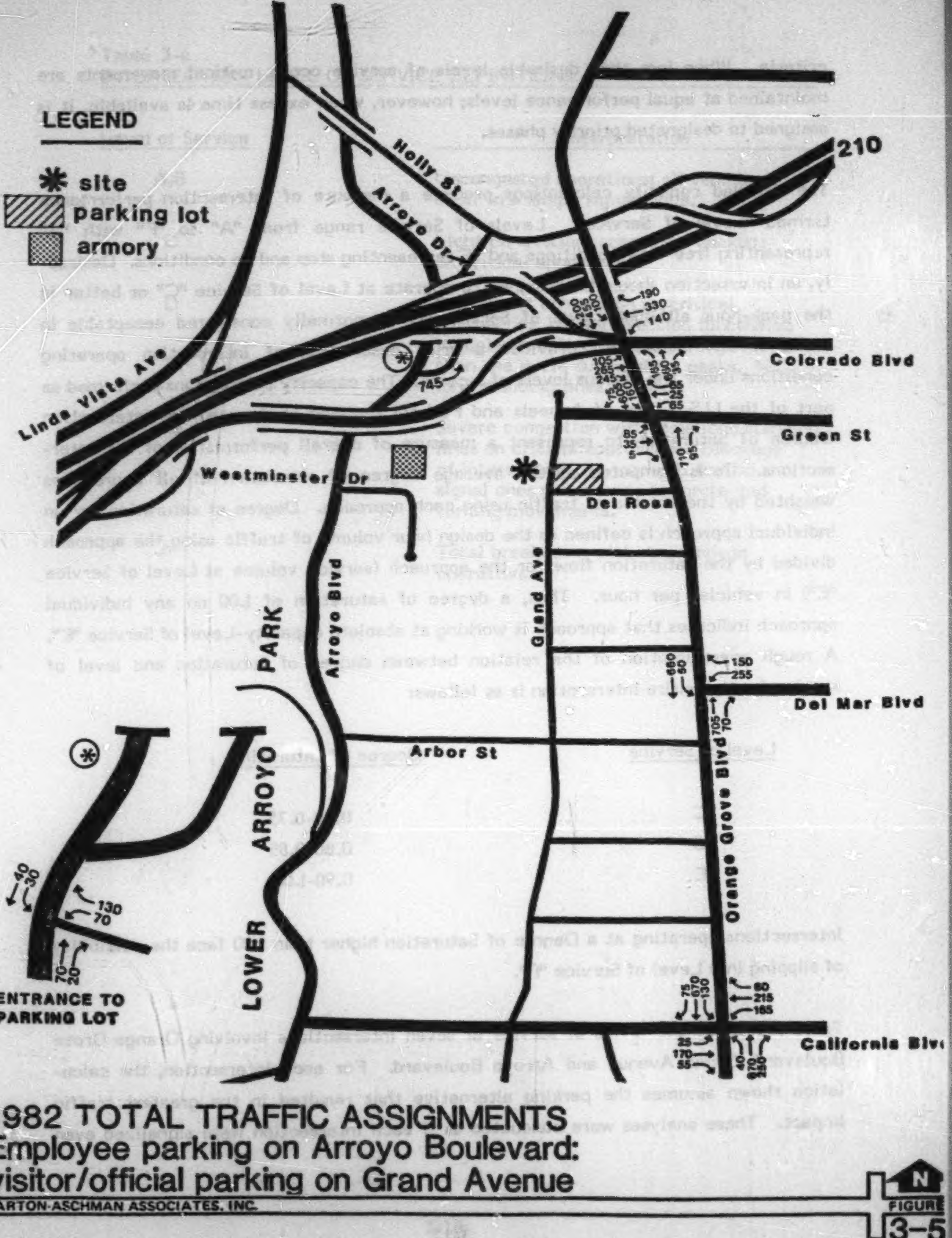
5
285
710
95
560
50
150
255
705
70
75
720
130
60
215
165
25
170
45
30
990
250
160
5
15
5
90
5
Del Rosa
90
5
5
95
75
25
Grand
Del Rosa

## 1982 TOTAL TRAFFIC ASSIGNMENTS
Complete utilization of parking area on Grand Avenue

BARTON-ASCHMAN ASSOCIATES, INC.

FIGURE
3-4


LEGEND
✱ site
▨ parking lot
▩ armory
Holly St
Arroyo Dr
210
Linda Vista Ave
190
330
140
200
255
100
Colorado Blvd
105
265
245
165
690
135
15
600
160
65
25
65
745
Green St
85
35
5
110
95
Westminster Dr
Del Rosa
Grand Ave
Arroyo Blvd
PARK
680
50
150
255
Del Mar Blvd
705
70
Arbor St
ARROYO
LOWER
Orange Grove Blvd
40
30
130
70
70
20
ENTRANCE TO PARKING LOT
75
670
130
80
215
165
California Blvd
25
170
55
40
910
250

## 1982 TOTAL TRAFFIC ASSIGNMENTS
Employee parking on Arroyo Boulevard:
visitor/official parking on Grand Avenue

BARTON-ASCHMAN ASSOCIATES, INC.

N

FIGURE
3-5

criteria. When less than desirable levels of service occur, critical movements are maintained at equal performance levels; however, when excess time is available, it is assigned to designated priority phases.

The detailed capacity calculations produce a measure of intersection performance termed "Level of Service." Levels of Service range from "A" to "F" with "A" representing free-flow conditions and "F representing stop and go conditions. Desirably, an intersection should be designed to operate at Level of Service "C" or better in the peak-hour although Level of Service "D" is normally considered acceptable in urban areas. Table 3-4 provides a brief description of intersection operating conditions under the various levels of service. The capacity calculations performed as part of the U.S. Court of Appeals and Federal Building study used the intersection Degree of Saturation to represent a measure of overall performance of the intersections. It is computed as the average degree of saturation of all approaches weighted by the volume of traffic using each approach. Degree of saturation for an individual approach is defined as the design hour volume of traffic using the approach divided by the saturation flow for the approach (service volume at Level of Service "E") in vehicles per hour. Thus, a degree of saturation of 1.00 on any individual approach indicates that approach is working at absolute capacity-Level of Service "E". A rough approximation of the relation between degree of saturation and level of service for the entire intersection is as follows:

| Level of Service | Degree of Saturation |
|---|---|
| C | 0.70-0.75 |
| D | 0.80-0.85 |
| E | 0.90-1.00 |

Intersections operating at a Degree of Saturation higher than 1.00 face the possibility of slipping into Level of Service "F".

Table 3-5 shows the levels of service at seven intersections involving Orange Grove Boulevard, Grand Avenue and Arroyo Boulevard. For each intersection, the calculation shown assumes the parking alternative that resulted in the greatest traffic impact. These analyses were conducted as if each intersection were signalized even

Table 3-4
INTERSECTION LEVEL OF SERVICE DEFINITIONS

| Level of Service | Interpretation |
|---|---|
| A,B | Uncongested operations; all vehicles clear in a single signal cycle. |
| C | Light congestion; occasional backups on critical approaches. |
| D | Significant congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long standing lines formed. |
| E | Severe congestion with some long standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. |
| F | Total breakdown with stop-and-go operation. |

Table 3-5
INTERSECTION LEVELS OF SERVICE

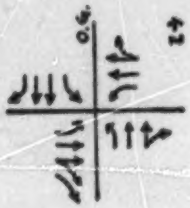
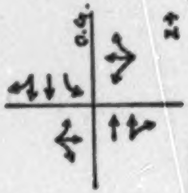
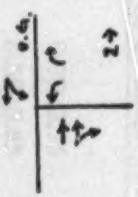
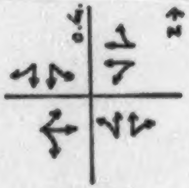
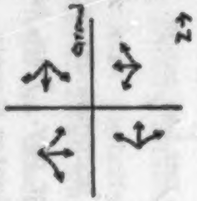
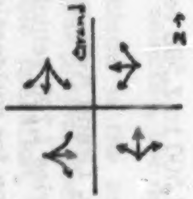
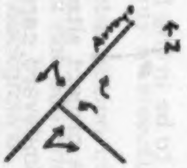
| Intersection | Cross Section | Year | Without Project<br>Degree of Saturation | Without Project<br>Level of Service | With Project<br>Degree of Saturation | With Project<br>Level of Service |
|---|---|---|---|---|---|---|
| Orange Grove Blvd.<br>- Colorado Blvd. |  | 1980<br>1982 | 0.49<br>0.54 | A<br>A | -<br>0.59 | - (1)<br>A/B |
| Orange Grove Blvd.<br>- Green Street |  | 1980<br>1982 | 0.47<br>0.50 | A<br>A | -<br>0.58 | - (1)<br>A/B |
| Orange Grove Blvd.<br>- Del Mar |  | 1980<br>1982 | 0.29<br>0.51 | A<br>A | -<br>0.52 | - (1)<br>A |
| Orange Grove Blvd.<br>- California Blvd. |  | 1980<br>1982 | 0.60<br>0.67 | A/B<br>B/C | -<br>0.82 | - (1)<br>D |

Table 3-5 (continued)
INTERSECTION LEVELS OF SERVICE

| Intersection | Cross Section | Year | Without Project |  | With Project |  |
|---|---|---|---|---|---|---|
|  |  |  | Degree of Saturation | Level of Service | Degree of Saturation | Level of Service |
| Grand Ave.<br>- Green St. |  | 1980<br>1982 | -<br>0.10 | -<br>A | -<br>0.25 | - (1)<br>A |
| Grand Ave.<br>- Del Rosa Dr. |  | 1980<br>1982 | -<br>0.09 | -<br>A | -<br>0.17 | - (1)<br>A |
| Parking Lot Entrance/<br>Exit at Arroyo Blvd. |  | 1980<br>1982 | -<br>- | -<br>- | -<br>0.40 | - (2)<br>A |

(1) All Parking along Grand Avenue.

(2) Employee Parking along Arroyo Boulevard and Official/Visitor Parking along Grand.

NOTE: SEE APPENDIX A FOR DETAILED DOCUMENTATION OF THE ABOVE CALCULATIONS.

though it is unlikely that all would satisfy the warrants for traffic signal control. Moreover, these analyses considered both without-project and with-project volumes as well as 1980 and 1982 conditions. As the table reveals, only the intersection at Orange Grove Boulevard and California Boulevard will operate at Level of Service D and only if all parking is located along Grand Avenue. Although it is desired, for the design purposes, to achieve Level of Service C or better in the peak hour, Level of Service D conditions are normally considered acceptable in urban areas. If parking is divided between Arroyo Boulevard and Grand Avenue, the Orange Grove/California intersection would operate at Level of Service C upon full utilization of the U.S. Court of Appeals and Federal Building.

All other intersections operate at acceptable levels of service regardless of the parking alternative selected.

## Residential Street Impacts

Although the "capacity" of a 40-foot wide, 2-lane street in a residential area is 6,000 vehicles per day, this does not necessarily mean that such a traffic level would produce a desirable street upon which to live. The actual traffic level that is physically possible for a street to accommodate and the desirable level which is compatible with single family residential dwelling units are two different traffic levels. Even though a two lane street may be physically capable of accommodating 6,000 vehicles per day, the appropriate traffic level for a residential collector street is normally considered to be in the 1,500 to 2,500 vehicle per day range.

In the vicinity of the project site, Grand Avenue now accommodates 1,500 vehicles per day, while Arroyo Boulevard carries 1,200 vehicles per day. Thus, both roadways are within the normally accepted range for residential collector streets.

If all the project site parking were placed along Grand Avenue, the portion of Grand south of the project would experience an increase of approximately 700 vehicles per day. Slightly over 2,000 new vehicle trips per day would occur along Green Street and the portion of Grand Avenue north of the hotel building. This parking/traffic alternative would push the portion of Grand Avenue south of the site up near the top of the acceptable range for residential collector street. The portion of Green Street and the northern portion of Grand Avenue would exceed the acceptable residential collector street range; however, because both these street sections are lined with higher density residential, higher ranges of traffic are normally acceptable.

If the parking were split between the higher and lower elevations on the site, the traffic impacts along Grand Avenue would be cut in half. Under this alternative, 350 vehicle trips would be added per day to the southern portion of Grand Avenue while approximately 475 trips will be added to Arroyo Boulevard south of the site. The major impact associated with this alternative would be along Arroyo Drive where approximately 900 trips per day would be added to existing traffic. However, since no residential units are located along Arroyo Drive, the impact of this traffic increase is minimal.

## MITIGATION MEASURES

### Arterial Streets

From a standpoint of overall traffic impact on the street system serving the proposed development, it would be desirable to split the traffic between the Grand Avenue parking areas and the Arroyo Boulevard parking areas. Therefore, to the extent that an acceptable parking solution can be found which utilizes both the higher and lower elevations on the site, it would be desirable from a traffic standpoint.

Regardless of the parking alternative selected, the only intersection in the vicinity of the site to experience capacity problems is the intersection of Orange Grove and California Boulevards. Even though this project does not add enough traffic to push the intersection into an unacceptable operation, background traffic growth will continue to aggravate the situation. California Boulevard has recently been studied east of the project area and it was recommended that left turn lanes along California Boulevard be strongly considered. This same type of treatment should be considered at California/Orange Grove.

In order to maintain a high level of service at the intersection of Green Street and Orange Grove Boulevard, on street parking on both sides of Green Street west of Orange Grove should be removed to allow restriping the cross section at Orange Grove to provide a left turn only lane and an optional through or right turn lane for eastbound traffic. The parking should be prohibited for at least 150 feet west of Orange Grove. There is sufficient curb parking in the area to accommodate any vehicles displaced by this parking prohibition.

## Truck Access

Truck access to the main building should occur along Green Street and the northern portion of Grand Avenue. The specific routing of trucks on the site itself will depend upon the disposition of the bungalows located west of the main building. Ideally, the trucks would use a one way "loop" entering the site north of the main building travelling southerly on a new road west of the main building, loading/unloading at the truck docks on the southwest portion of the main building, and finally, exiting by the existing driveway south of the main building.

## Residential Street Mitigation Measures

In order to reduce site generated traffic through the residential neighborhood located south of the main building, a cul-de-sac should be provided on Grand Avenue south of Del Rosa Drive at the southern boundary of the site. This street closure would eliminate the residential portions of Grand Avenue as an approach route for the 27% of the site traffic that was projected to use Grand. These trips would be required to use the arterial street system--where they more appropriately belong. All traffic approaching the site from the south should access the site by turning left on to Del Rosa Drive and return to Orange Grove Boulevard by using Green Street. Thus, a westbound Del Rosa Drive, northbound Grand Avenue, eastbound Green Street and southbound Orange Grove Boulevard would form a travel loop for employees living south of the site. Del Rosa Drive should be changed to a one way eastbound facility to accommodate this flow.

The elimination of site generated traffic from Grand Avenue south of the site will mitigate the traffic impacts of the project on the residential neighborhood and it will actually improve the safety of the area for children because total traffic volume is more likely to decrease after the cul-de-sac is implemented.

Del Rosa Drive, Grand Avenue to the north and Green Street will serve the U.S. Court of Appeals and Federal Building Complex and the multi-family residential along these streets. Speed limits along these streets should be set at 25 miles per hour and all major driveways and access points to project parking lots should be controlled by STOP signs.

Likewise, if parking lots are constructed on the lower elevation portion of the site, all access points on the public streets should be controlled by STOP signs.

Re-routing of Bus Transit

Based on a national survey done by Virginia Highway and Transportation Research Council and a discussion with a SCRTD planner, the bus stops at the intersection of Orange Grove Boulevard and Colorado Boulevard are considered an acceptable location for the project due to the following reasons:

1. The five-minute walk from the said bus stops to the site is less than one-quarter of a mile (1,320 feet) which is considered as a national standard in the transit industry for acceptable walking distance.
2. Sidewalks from the bus stops to the site are in good condition. Cross walks at both intersections of Orange Grove Boulevard/Colorado Boulevard and Orange Grove Boulevard/Green Street and the pedestrian signal indication provide pedestrian protection when bus passengers cross the streets.

The possibility of rerouting the bus lines is considered to be minimal because:

1. In terms of bus-operating characteristics, the 19-foot wide Del Rosa Drive has definite disadvantages in providing buses with maneuvering space;
2. RTD's routing policy prohibits bus operations on residential streets, such as those of Grand Avenue, Del Rosa Drive and Green Street.
3. Local residents' concerns on noise and air quality issues would restrict bus operations in their neighborhood.

## SUMMARY

As presently proposed, the existing Vista del Arroyo Hotel Building would be occupied by the United States Court of Appeals and by various Federal Government agencies as an office building. A total of 105,000 square feet of the building would be occupied (in terms of net usable space) and a maximum of 341 employees would work in the building at its ultimate development.

This level of activity would generate 2,600 automobile trips over the course of an average weekday. During the afternoon peak-hour, 300 automobile trips would be generated by the proposed project with 240 vehicles leaving and 60 vehicles entering this site in this peak hour period.

Regional and local direction of approach were determined by estimating the probable geographical distribution of the site employees and visitors and by estimating the alternate parking arrangements on the site itself.

1980 existing traffic levels were increased at an annual rate of 3% per year and the project traffic was added to 1982 background traffic in order to evaluate traffic impacts. If all the parking were placed along Grand Avenue on the site, the intersection of Orange Grove and California Boulevards would decrease to a Level of Service D during the afternoon peak hour. This is normally considered an acceptable level of operation for urban conditions.

From an overall traffic standpoint, traffic impacts could be reduced by providing parking both along Grand Avenue and Arroyo Boulevard. This splitting of the parking areas "forces" traffic to use different streets in approaching the site and, therefore, reduces traffic levels on any one street.

In order to mitigate the traffic impacts of the proposed project on the residential areas south of the main building, a cul-de-sac should be constructed on Grand Avenue at the southern boundary of this site. This will eliminate any intrusion of site traffic into the residential neighborhood along Grand Avenue to the south.

To facilitate traffic flow in the vicinity of the site, Del Rosa Drive should be signed as one-way westbound. Additionally, at least 150 feet of parking should be eliminated from the north and south curbs along Green Street west of Orange Grove Boulevard. Green Street should then be restriped to provide two eastbound approach lanes at Orange Grove Boulevard.

The implementation of the above changes would not only provide an acceptable level of service for area roadways after the opening of the U.S. Court of Appeals and Federal Building, but it will also protect the integrity of the residential neighborhoods to the south of the project.

## 4. PARKING ANALYSIS

### INTRODUCTION

**The conversion of the Vista del Arroyo Hotel to the U.S. Court of Appeals and Federal Building will not only increase traffic levels in the vicinity of the site, but it will require that new parking spaces be provided as a part of the development. The purpose of this parking analysis, therefore, is to perform the following analyses:**

1. **Determine the total number of parking spaces required to serve the proposed project.**

2. **Determine the types of parkers that need to be served (i.e. employees, visitors, and judges/officials).**

3. **Explore appropriate alternative locations for parking for each of the three above groups to be served.**

4. **Establish site selection criteria that will allow the alternative locations to be compared and evaluated.**

5. Evaluate the impact of the alternative parking locations on the building tenants, visitors, and neighborhood residents.

6. Recommend a parking program for the proposed project.

This chapter presents a summary of the analysis listed above and it includes a description of the recommended parking program.

## PARKING DEMAND

A sufficient parking supply is an important part of the overall site design for the proposed project. The official government estimate for the amount of parking needed by this project is 312 spaces. The spaces were tentatively assigned as 165 employee spaces, 76 visitor spaces, and 71 spaces for judges and officials.

In order to check the appropriateness of the 312 spaces, this parking supply was reviewed on the basis of the number of spaces proposed per thousand square feet of building area and on the number of proposed spaces per employee within the building. Table 4-1 shows the preliminary site plan proposal at 2.18 spaces per 1,000 square feet of area (or 0.91 spaces per employee). This should be compared to the City of Pasadena's Zoning Ordinance requirement for 2.50 spaces per thousand square feet of floor area for a general office building. As in the case of traffic generation, most government office buildings generate more traffic and, therefore, require a larger parking ratio than does a general office building. Because of this, a comparison was made with the actual parking ratios in effect at the Marin County Civic Center. The Marin County facility provides 3.45 spaces per thousand square feet of gross floor area. (The Marin facility is a county courthouse, and therefore has high visitor usage. Pasadena, on the other hand, could have a relative low visitor usage due to the nature of the occupying agencies.)

Because the Marin County Civic Center experiences a much higher employee density than will the U.S. Court of Appeals and Federal Building in Pasadena, a reduction calculation was performed similar to the trip generation reduction described in Chapter 3 of this report. The resulting generation rate suggests that the appropriate parking level for the Vista Del Arroyo Hotel renovation should be 2.5 spaces per thousand square feet of building area (or 1.05 spaces per employee). Using these rates,

Table 4-1
COMPARISON OF PARKING RATE

| | Parking Ratio | | | |
|---|---|---|---|---|
| | Preliminary Site Plan Proposal(1) | City of Pasadena(2) | Marin County(3) | Recommendation |
| Spaces/1,000 sq. ft. of gross area | 2.18 | 2.50 | 3.45 | 2.50 |
| Space/Employee | 0.91 | - | 0.87 | - |

(1) Based upon site plan showing 143,000 s.f. building housing 341 employees and providing 312 parking spaces.

(2) Zoning Ordinance

(3) Marin County California Civic Center

approximately 360 spaces should be provided for the proposed project rather than the 312 spaces suggested in the preliminary site plan.

As a second means of checking the appropriateness of this number, the employee parking demands were investigated. If it is assumed that 15% of the employees will use transit to/from the office, almost 290 employees (out of a total of 341 employees) would either drive or carpool to/from the site on weekdays. Without the assumption of an active carpool program being implemented, auto occupancy for employee vehicle should be about 1.2 persons per vehicle. This would result in a parking demand for employees of approximately 240 spaces. Adding to this level the required parking spaces for visitors, judges, and officials, the total parking demand would be approximately 385 spaces.

As a result of the above analyses, it is recommended that a total of 360-380 parking spaces be provided as a part of the masterplan. These spaces should be assigned as 240 spaces for employees, 60-70 spaces for visitors, and 60-70 spaces for judges and officials.

## ALTERNATE PARKING LOCATIONS

As a part of the parking analysis, both on-site and off-site parking locations were evaluated. Each of these general alternatives has advantages and disadvantages in terms of the service provided to the employees and visitors of the building and the cost implications of the alternatives are different.

### Off-site Parking

In terms of off-site parking spaces, two alternatives exist. If off-site spaces can be found within a reasonable walking distance (one-quarter mile), then a peripheral parking system could be established that did not require an extensive shuttle system. Any peripheral parking beyond a one-quarter mile walking distance, however, would require that the project include a shuttle system between the building and these remote parking lots.

The major advantages of the remote parking are the reduction of traffic and parking impacts in the immediate vicinity of the site and the increased flexibility of site planning possibilities since on-site parking does not have to be provided. The major disadvantages, however, of peripheral parking are the convenience and the potential cost of such a system. If convenient off-site parking is not provided and employees/visitors are expected to walk an unreasonable distance between the parking lot and the building, then it is likely that these inconvenient peripheral lots would be ignored in favor of parking on the residential streets closer to the building itself.

In the event that a shuttle system has to be provided between remote parking lots and the building, the ongoing cost of operating such a system has to be considered. Cost estimates for even a minimal shuttle system indicate that an annual cost of $45,500 per year could be expected.

### On-site Spaces Along Arroyo Boulevard

One of two general areas on the site for the provision of on-site parking is the lower elevation portion of the site along Arroyo Boulevard. This portion of the site formerly contained some parking for the Vista del Arroyo Hotel, and it includes former hotel recreational uses such as tennis courts and the swimming pool. Also located in this portion of the site is the U.S. Army Reserve Armory and the parking lot and buildings supporting the Armory.

The major advantage of providing parking along Arroyo Boulevard is that the majority of traffic could approach the site without impacting residential neighborhoods. Some residential dwelling units south of the site along Arroyo Boulevard would be affected by site traffic, but only about 1/3 of the traffic would pass these homes.

There are two disadvantages of providing parking along Arroyo Boulevard. First, from the standpoint of visitors and judges/officials, the Arroyo Boulevard parking locations are not very desirable. Visitors destined to the site will be headed for a Grand Avenue address and directing them to parking along Arroyo Boulevard would be very difficult. Judges and officials require special, secured parking areas and this would be almost impossible to do in locations along Arroyo Boulevard.

The second disadvantage of the Arroyo Boulevard parking locations is the elevation differential between the upper and lower portions of the site. The Vista Del Arroyo Hotel main building is located approximately 75 feet above the level of the Arroyo

Boulevard parking lots. A stairway is now provided between the upper and lower portions of the site. This stairway contains approximately 140 steps to traverse the 75 feet of elevation differential. It is believed that a building employee to traverse this 75 feet twice a day is unreasonable to expect. If the employee leaves for lunch, the trip would have to be made four times a day and if the employee had business meetings during the day, the trip could have to be made even more times per day. This 75 feet is equivalent of a 6-story building. There is no known comparable location where an employee is required to climb stairs equivalent to an 6-story building to travel from a parking space to his work location. While it is true that hotel guests in the past used these steps to go between their parking lot and their hotel room, and even between the hotel recreational facilities and their rooms, it should be emphasized that this was a temporary situation for hotel guests. The prospect of being forced to climb the equivalent of an 6-story building two or more times per day every day for 240 days per year would dramatically decrease the effectiveness of these Arroyo Boulevard parking locations, even for employees.

Therefore, in order for the Arroyo Boulevard parking locations to be useable, effective spaces, some mechanical means of conveyance must be implemented to take employees between the parking lots and the upper elevation of the site. Elevators, moving sidewalk, moving beltway, cable car or any other such transportation device should be considered an integral part of the Arroyo Boulevard parking location. A mechanical conveyance was neither authorized nor contemplated by the congressionally approved prospectus (and is essentially outside the scope of the GSA project). A cost estimate for providing two elevators to connect the upper and lower elevations of the site indicated that approximately $400,000 should be allocated for the initial installation. If the parking were split between Arroyo and Grand, one elevator would accommodate the projected demand. This would decrease the implementation cost to $225-275,000. Annual operation and maintenance cost is estimated to be 2-3 percent of installation cost.

Without the mechanical conveyance, there would be a tendency among building employees to park on residential streets south of the building in order to avoid the walk up and down the slope separating the upper and lower elevations of the site.

## Parking Locations Along Grand Avenue

On-site parking could be provided entirely on the upper elevation portion of the site along Grand Avenue. The advantage of parking locations along Grand Avenue would be the convenient access between any parking areas and the main building. Also, this appears to be the lowest initial cost solution.

The main disadvantage of providing all site parking along Grand Avenue would be the traffic impacts that would occur along Green Street, Grand Avenue, and Del Rosa Drive. Although the traffic impact analysis described in Chapter 3 of this report indicated that the street system was physically able to accommodate all the projected automobile trips, this area of the site is still the most sensitive in terms of residential traffic impact. Therefore, any parking alternative that spread the parking to locations other than Grand Avenue would help mitigate the potential traffic impacts on the residential neighborhoods south of the site.

## SITE EVALUATION CRITERIA

With the three general parking locations described above (off-site, Arroyo Boulevard and Grand Avenue), some means of comparing the desirability of the three areas had to be established. A list of evaluation criteria, established by the consultant and reviewed by General Services Administration, is shown in Table 4-2.

The following seven general parking alternatives were evaluated against the selection criteria shown in Table 4-2:

Alternate

1a. Construct or lease remote parking within walking distance of the site.

1b. Develop peripheral parking with shuttle system between parking areas and the site.

2a. Provide all spaces along Arroyo Boulevard with some mechanical conveyance between the upper and lower portions of the site.

2b. Provide all spaces along Arroyo Boulevard and provide only stairs between the two elevations on the site.

Table 4-2
SITE EVALUATION CRITERIA

| Evaluation Criteria |
|---|
| 1. Minimize traffic impact on area. |
| 2. Support historical structure reservation. |
| 3. Minimize the initial project costs. |
| 4. Minimize degradation of air quality. |
| 5. Minimize noise impacts in residential neighborhoods. |
| 6. Provide an easy access from parking to the main building. |
| 7. Minimize maintenance costs. |
| 8. Maintain on-site landscaping. |
| 9. Minimize usage of land. |
| 10. Provide easy traffic access to site for visitors. |
| 11. Minimize potential for parking intrusion into neighborhood. |

3a. Provide all spaces along Grand Avenue by building a parking structure along Grand or along Del Rosa Drive.

3b. Provide all spaces along Grand Avenue in surface parking lots.

4. Split the parking between Grand and Arroyo by providing employee parking along Arroyo Boulevard and visitor/judge/official parking along Grand Avenue.

Table 4-3 shows each one of these seven alternatives scored on the basis of a "1-5" ranking compared to the 11 evaluation criteria shown in Table 4-2. In the Table 4-3 ranking, a score of "1" indicated the best response to the particular evaluation criteria while a ranking of "5" indicated the worst response.

The results of Table 4-3 suggests that the remote parking alternatives have very positive impacts except in the areas of visitor identification, residential parking intrusion and convenience of access between the building and the parking lots.

The provision of all spaces along Arroyo Boulevard presents some access problems for visitors to the site and the access between the parking lot and the building receives a poor ranking if a mechanical conveyance is not provided. Also, there is the potential for residential parking intrusion if parking is provided along Arroyo Boulevard without mechanical conveyance between the upper and lower portions of the site.

The provision of all spaces along Grand Avenue increases the traffic impacts of the site, and likewise, air quality and noise impacts are intensified. The parking structure alternative would raise the initial cost of the project, but it would not have the impact on the historical buildings and the on-site landscaping that a total surface parking program would have. However, this was neither authorized nor contemplated by the congressionally approved prospectus.

A seventh alternative was tested that assumed employee parking along Arroyo Boulevard with mechanical conveyance between the upper and lower elevations of the site. Visitor and judge/official parking was provided along Grand Avenue in this alternative. The result of Table 4-3 showed that with the exception of initial costs, there are no major disadvantages of this alternative and, therefore, this combination of parking above and below the slope should be pursued.

Table 4-3
EVALUATION OF GENERAL PARKING ALTERNATIVES

| EVALUATION CRITERIA[1] | RANKING OF ALTERNATIVES[2] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALTERNATIVE | 1(*) Traffic Impact | 2 Historic Preservation | 3 Initial Costs | 4 Air Quality | 5 Noise Impact | 6 Easy Pedestrian Access | 7 Maintenance Costs | 8 Maintain Landscaping | 9 Land Usage | 10 Visitor Access | 11 Parking Intrusion on Neighbors |
| 1a. Remote within walking distance | 1 | 1 | 1 | 1 | 1 | 5 | 2 | 1 | 1 | 5 | 4 |
| 1b. Remote with shuttle system. | 1 | 1 | 1 | 1 | 1 | 4 | 5 | 1 | 1 | 5 | 5 |
| 2a. All spaces along Arroyo Blvd. with elevator/escalator. | 2 | 1 | 4 | 2 | 2 | 2 | 3 | 1 | 2 | 5 | 2 |
| 2b. All spaces along Arroyo Blvd. with stairs only. | 2 | 1 | 2 | 2 | 2 | 5 | 2 | 1 | 2 | 5 | 5 |
| 3a. All spaces along Grand in Parking Structure. | 5 | 3 | 5 | 4 | 4 | 1 | 2 | 2 | 3 | 1 | 1 |
| 3b. All spaces along Grand in surface lots. | 5 | 5 | 3 | 4 | 4 | 1 | 1 | 5 | 5 | 1 | 1 |
| 4. Employee parking along Arroyo and Visitor/Official Parking along Grand. | 3 | 2 | 4 | 3 | 3 | 3 | 3 | 2 | 3 | 1 | 2 |

(1) See Table 4-2 for a description of Evaluation Criteria.

(2) In the rankings above, ranking of #1 indicates highest achievement of Evaluation Criteria and #5 indicates lowest.

(*) See Table 4-2 for explanations of 1 through 11.

## PARKING CAPACITIES

### Off-Site

Because off-site parking does offer some advantages as can be seen in Table 4-3, available parking within a reasonable walking distance of the site was explored. The major parking lots in this category include the parking lot for the Elk's Lodge along Orange Grove Boulevard, parking for the Norton Simon Art Museum, commercial parking lots and the Ambassador College parking area. The manager of the Elk's Club was contacted and he expressed an interest in leasing up to 40 spaces to the U.S. Court of Appeals and Federal Building; however, these spaces would not be available between November 15 and January 15 because of the use of the parking lot for Rose Bowl Parade seating.

The Norton Simon Art Museum parking is fully utilized when the museum is opened and, therefore, it would not be available to solve any of the parking demands generated by the project.

The commercial parking lots within walking distance of the project would not be able to lease portions of their lots to the U.S. Court of Appeals and Federal Building because their parking supply is required by zoning ordinance. Therefore, a supermarket or a general office building could not allocate part of its parking supply to other uses.

Ambassador College parking availability would depend upon the student enrollment in any particular year and perhaps even on the status of the development of the masterplan of the campus itself. Therefore, the college parking lots as a permanent solution for peripheral parking would be inappropriate.

Remote parking that would require a shuttle system between the parking area and the project could most likely be arranged with the Rose Bowl. Sufficient parking capacity to accommodate the proposed project would be available at the Rose Bowl virtually every week day of the year. However, the cost of the shuttle system between the Rose Bowl parking and the project makes this alternative prohibitive from a cost standpoint.

Therefore, in terms of a peripheral parking program, a maximum of 40 spaces located one quarter mile walking distance away is all that seems to be possible.

## On-Site Parking Capacities

Figure 4-1 shows a schematic of this site divided into ten different planning areas. A parking capacity for each of these areas has been calculated assuming surface level parking over the individual areas. Table 4-4 contains a summary of the parking capacity of each of the ten areas. The ten areas are described below:

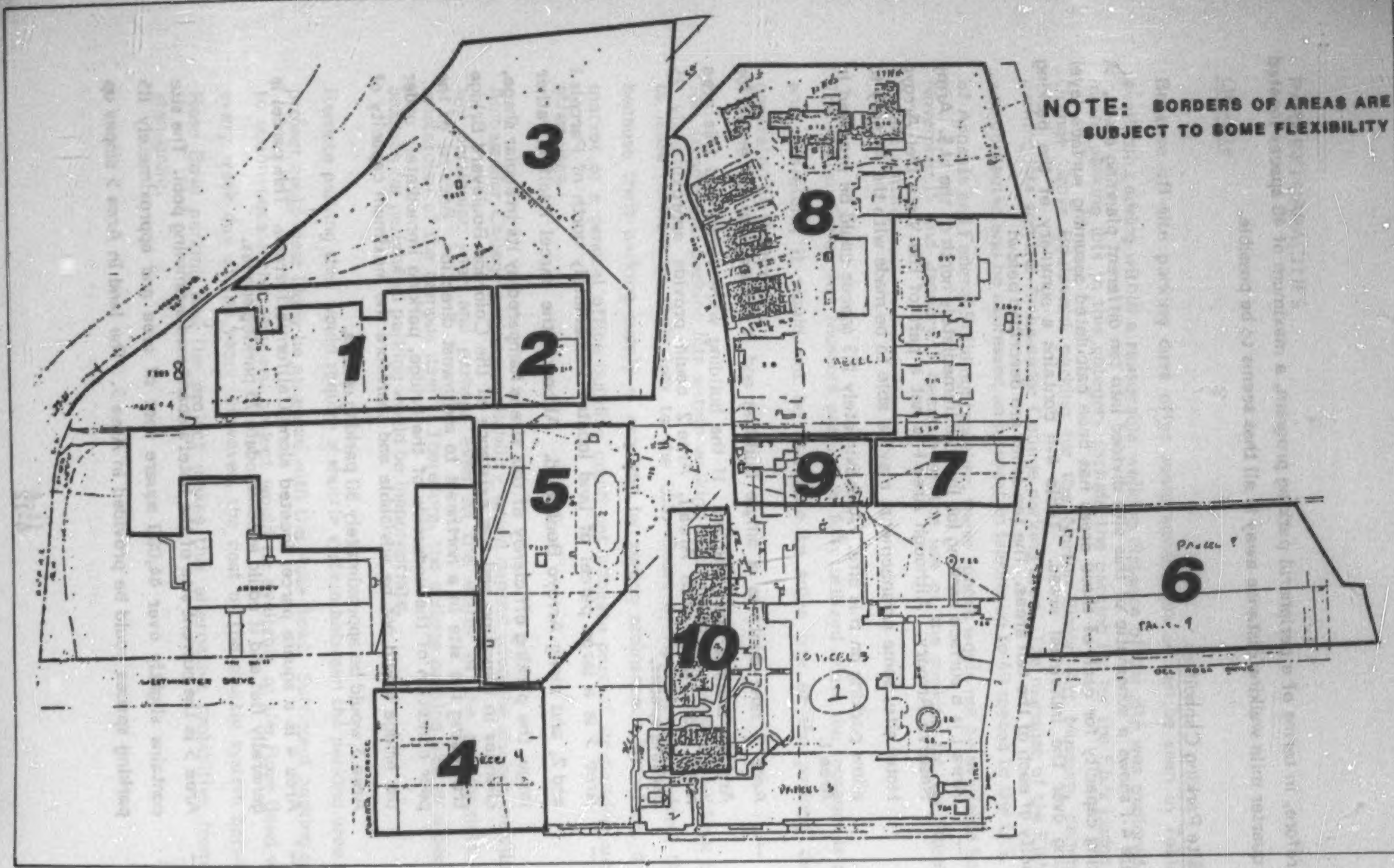
-- Area 1 is a surface parking lot located immediately north of the U.S. Army Reserve Armory. Although Area 1 is not a part of the Vista Del Arroyo Hotel site, some arrangements may be able to be made with the Armory to allow parking on this site. Approximately 105 spaces could be provided in Area 1.

-- Area 2 now contains a single building and it houses storage areas for Armory trailors and vehicles. If the building were razed and this area made continuous with Area 1, Area 2 could provide approximately 25 parking spaces.

-- Area 3 is a large parcel of land located immediately north of Parcels 1 and 2, and along Arroyo Boulevard. Although the parcel itself is rather large, the parking efficiency of this site is hampered by its irregular shape, changes in elevation and the existence of the Colorado Boulevard Bridge traversing the site in a northeast to southwest direction. Because of the poor condition of the underside of the bridge, parking immediately under the bridge would not be advisable and therefore the maximum capacity of Area 3 would be approximately 80 parking spaces.

-- Area 4 is a square parcel located along California Terrace. This parcel is generally flat and it could accommodate 75 parking spaces.

-- Area 5 is the current site of the hotel's abandoned swimming pool. The site contains slightly over 44,000 square feet of area and approximately 115 parking spaces could be provided in Area 5. The land in Area 5 slopes up


1
2
3
4
5
6
7
8
9
10
ARMORY
WESTMINSTER DRIVE
DEL ROSA DRIVE
PARCEL 3
PARCEL 4
N

NOTE: BORDERS OF AREAS ARE SUBJECT TO SOME FLEXIBILITY

SELECTED CANDIDATE PARKING SITES

BARTON-ASCHMAN ASSOCIATES, INC.

FIGURE 4-1

Table 4-4
ON SITE PARKING LOT ALTERNATIVES

| | Area No. | Candidate Site | Estimated Size | Size/Parking Space | Number of Parking Spaces |
|---|---|---|---|---|---|
| PARKING POSSIBILITIES ALONG ARROYO BOULEVARD | 1. | Current Parking Lot | 37,200 sq. ft. | 350 sq. ft. | 105 |
| | 2. | Armory Motor Pool | 9,900 | 350 | 25 |
| | 3. | Vacant Lot (Irregular Shape) | 32,200 | 400 | 80 |
| | 4. | Vacant Lot at California Terrace | 25,600 | 350 | 75 |
| | 5. | Swimming Pool Area | 44,400 | 375 | 115 |
| PARKING POSSIBILITIES ALONG GRAND AVENUE | 6. | Grand/Del Rosa Lot | 48,000 sq. ft. | 325 | 150 |
| | 7. | Current On-site Lot | 10,500 | 325 | 30 |
| | 8. | Bungalow Area | 68,500 | 350 | 195 |
| | 9. | Westerly Extension of Current On-site Lot. | 10,500 | 350 | 30 |
| | 10. | Bungalow Area | 19,200 | 400 | 50 |
| | | | TOTAL | | 855 |

SEE FIGURE 4-1 FOR LOCATION OF AREAS

from west to east and, therefore, the parking in this area may have to be terraced or tiered.

- Area 6 is the existing surface parking lot in the northeast corner of Del Rosa Drive and Grand Avenue. This site contains approximately 150 parking spaces.

- Area 7 is an existing parking area which has access from Grand Avenue. The capacity of Area 7 is presently 34 spaces, although landscaping and restriping of the lot might decrease the capacity to approximately 30 spaces.

- Area 8 represents most of the northern portion of the upper elevation of the site with the exception of the Maxwell House and the three structures immediately south of the Maxwell House. Area 8 contains approximately 68,500 square feet of space. If the nine buildings existing on Area 8 were demolished, approximately 195 surface spaces could be provided within Area 8.

- Area 9 is a piece of land immediately west of the Area 7 parking lot. If the parking was extended from Area 7 to the crest of the hill, Area 9 could add 30 parking spaces to the on-site supply. Construction of an Area 9 parking lot would require removal of one structure.

- Area 10 is the bungalow area located immediately west of the main building. Even if the four buildings within Area 10 were demolished, the parking efficiency of this particular parcel would not be great because of the long narrow shape of the parcel. Approximately 50 spaces could be provided and still leave room for both pedestrian and vehicular access west of the main building. There are difficult grade changes into and out of this area and retaining walls will be required along the west.

The results of Table 4-4 indicate that if all the buildings on site with the exception of the main building, the Maxwell House, and the three structures immediately south of the Maxwell House were demolished, the site could accommodate 855 parking spaces. Since the maximum parking demand is likely to be generated by this site is only

360-380 spaces, there is obviously a large number of combinations of these 10 areas that could be developed to meet the space requirements.

The discussions above indicate that there are two general proposals for providing on-site parking. Either all 380 spaces could be provided along Grand Avenue, or employee parking could be provided along Arroyo Boulevard with visitor and official parking being provided along Grand. Table 4-5 outlines six parking plan proposals that meet these two general conditions. Proposals 1, 2, and 3 provide all spaces along Grand Avenue while Proposals 4, 5, and 6 provide between 230 and 300 spaces along Arroyo Boulevard with the remainder along Grand Avenue.

Proposal 1 uses Areas 7, 9 and 10 for visitor and official parking and provides the employee parking and overflow visitor/official parking in a 2-level parking structure on Area 6. This alternative has the advantage of concentrating all parking in the immediate vicinity of the main building. It also uses the minimum amount of the site for parking.

Proposal 2 provides all 380 spaces along Grand Avenue in surface parking. Areas 6, 7, 9 and 10 are all fully developed as 1-level surface parking lot. A portion of Area 8 will also have to be used in order to reach the required 380 spaces. This proposal uses up a great deal of the upper elevation of the site for surface parking but the initial implementation cost is the lowest of all the proposals. Another version of Proposal 2 would involve the use of Areas 6, 7 and 8 (Area 10 is expensive and limited).

Proposal 3 assigns the officials and judges secured parking areas to Areas 7 and 9, and it develops a parking structure on Area 8. While this proposal does use a major portion of the upper elevation for parking, it eliminates the need for Area 6 to be included as parking and, therefore, provides GSA with the possibility of selling the Area 6 parcel.

Proposal 4 provides 240 employee parking spaces along Arroyo Boulevard in Areas 1, 3 and 5. Visitor and officials parking would be provided in Areas 7, 8, 9 and 10 along Grand Avenue. This proposal would allow GSA to sell Area 6 and most of Area 8, as well as Area 4. The only disadvantage of this proposal is the use of Area 3 which is relatively inefficient from a space per square foot standpoint. The northwest portions of Area 3 also tend to be a long walking distance from the parking space to the edge of the stairs or mechanical conveyance at the base of the hill.

Table 4-5
PARKING PLAN ALTERNATIVES

| AREA (1) | CAPACITY | PROPOSAL 1 |  |  | PROPOSAL 2 |  |  | PROPOSAL 3 |  |  |
|---|---|---|---|---|---|---|---|---|---|---|
|  |  | Employee | Visitor | Official | Employee | Visitor | Official | Employee | Visitor | Official |
| 1 | 105 |  |  |  |  |  |  |  |  |  |
| 2 | 25 |  |  |  |  |  |  |  |  |  |
| 3 | 80 |  |  |  |  |  |  |  |  |  |
| 4 | 75 |  |  |  |  |  |  |  |  |  |
| 5 | 115 |  |  |  |  |  |  |  |  |  |
| 6 | 150 | 240 (2) | 10 (2) | 20 (2) | 120 | 10 | 20 |  |  |  |
| 7 | 30 |  | 30 |  |  | 30 |  |  |  | 30 |
| 8 | 195 |  |  |  | 120 |  |  | 240 (2) | 70 (2) |  |
| 9 | 30 |  | 30 |  |  | 30 |  |  |  | 30 |
| 10 | 50 |  |  | 50 |  |  | 50 |  |  |  |
| SUBTOTAL |  | 240 | 70 | 70 | 240 | 70 | 70 | 240 | 70 | 60 |
| TOTAL |  |  | 380 |  |  | 380 |  |  | 370 |  |

(1) See Figure 4-1 for location of areas.
(2) Parking Structure.

Table 4-5 (Continued)
PARKING PLAN ALTERNATIVES

| AREA (1) | CAPACITY | PROPOSAL 4 |  |  | PROPOSAL 5 |  |  | PROPOSAL 6 |  |  |
|---|---|---|---|---|---|---|---|---|---|---|
|  |  | Employee | Visitor | Official | Employee | Visitor | Official | Employee | Visitor | Official |
| 1 | 105 | 105 |  |  | 85 |  |  | 20 |  |  |
| 2 | 25 |  |  |  |  |  |  | 25 |  |  |
| 3 | 80 | 25 |  |  |  |  |  | 80 |  |  |
| 4 | 75 |  |  |  |  |  |  |  |  |  |
| 5 | 115 | 115 |  |  | 115 |  |  | 115 |  |  |
| 6 | 150 |  |  |  | 40 | 70 | 40 |  |  |  |
| 7 | 30 |  | 30 |  |  |  | 30 |  | 30 |  |
| 8 | 195 |  | 10 | 20 |  |  |  |  | 10 | 20 |
| 9 | 30 |  | 30 |  |  |  |  |  | 30 |  |
| 10 | 50 |  |  | 50 |  |  |  |  |  | 50 |
| SUBTOTAL |  | 240 | 70 | 70 | 240 | 70 | 70 | 240 | 70 | 70 |
| TOTAL |  |  | 380 |  |  | 380 |  |  | 380 |  |

(1) See Figure 4-1 for location of areas.
(2) Parking Structure.

Proposal 5 provides 200 employee spaces along Arroyo Boulevard by using Areas 1 and 5. Along Grand Avenue, Area 6 would be used for employee, visitor, and some official parking. Area 7 would be used for judges secured parking. This proposal has the advantage of keeping all the spaces on the lower portion of the site as close to the base of the stairway or elevator as possible. Along Grand Avenue, both Areas 6 and 7 are used as parking lots--a use which has been established on those sites. Sites 8, 9 and 10 are not used for parking under this proposal.

Finally, Proposal 6 outlines a parking program where all employee parking would be provided along Arroyo Boulevard and the visitor and official parking could be provided in Areas 7, 8, 9 and 10. This proposal would allow both Area 6 and most of Area 8 to be sold since they are not required for parking.

## EVALUATION OF PROPOSALS

Of the six proposals presented in Table 4-5, two seem to offer the most advantages. If it is desired to provide all parking along Grand Avenue, Proposal 1 provides the most convenient parking arrangement and it allows the Parcel 8 land to be disposed of at a later date. The biggest disadvantage of Proposal 1 is the initial cost of building a parking structure on Area 6.

If it is desired to split the parking between Grand Avenue and Arroyo Boulevard, Proposal 5 offers some definite advantages. By using Areas 1 and 5 along Arroyo Boulevard, the parking supply can be kept as close as possible to the base of the hill. Along Grand Avenue, the only parking areas that are used are Areas 6 and 7 which have historically been parking sites. This proposal would provide 200 employee parking spaces along Arroyo Boulevard which would mean that approximately 40 employee parking spaces would have to be provided along Grand Avenue. As an incentive for carpools and vanpools, the spaces along Grand Avenue could be assigned to high occupancy vehicles. Clearly the spaces along Grand Avenue will be more desirable and more convenient from an employee standpoint and, therefore, the provision of high occupancy vehicle spaces along Grand should be encouragement for carpools.

Because of the desire to keep initial costs of development at a minimum, it is recommended that Proposal 5 shown in Table 4-5 be implemented as the recommended parking program. This proposal would develop 200 parking spaces along Arroyo

Boulevard in Areas 1 and 5. Along Grand Avenue, Areas 6 and 7 would be used to provide the remaining 180 required spaces.

Access to the Arroyo Boulevard Parking areas should take place at the existing southwesterly access point to Area 1. One left turn only lane and one right turn only lane should be provided exiting the parking areas and the exit should be controlled by a STOP sign. Exit onto California Terrace or Westminster Drive should not be allowed.

Access to Area 6 should be limited to two driveways along Del Rosa Drive and one driveway along Grand Avenue. The Grand Avenue driveway is necessary because Del Rosa Drive has been recommended to become one-way westbound.

Access to Area 7 should be to/from Grand Avenue.

If final evaluation of the parking proposals indicates that a parking structure or mechanical conveyance between the upper and lower portions of the site are financially infeasible, then either of the versions of Proposal 2 should be pursued.

## ADDITIONAL PARKING IMPACTS

### On Street Parking

In order to achieve a better level of service at the intersection of Green Street and Orange Grove Boulevard, on-street parking removal has been recommended along both sides of Green Street. A parking inventory and parking occupancy study was conducted to establish the current parking demand patterns along Green Street. In addition, the architect of the condominium under construction was interviewed to examine the potential on-street parking needs of the new development. Presently, approximately 35% of the on-street parking spaces are occupied during the afternoon peak period on week days. However, many of these vehicles that are now parked along Green Street are construction related. Thus, the on-street parking needs for non-construction vehicles after building occupancy would be only three to four parking spaces along Green Street west of Orange Grove Boulevard.

According to Harrison, Beckhart and Mill, Inc., the Architects for the condominiums under construction, the project would provide two parking spaces per unit and five guest parking spaces on the site. Therefore, the removal of parking spaces along Green Street west of Orange Grove would not have a significant impact on the present or future on-street parking demand.

Along the portion of Grand Avenue between Del Rosa Drive and Green Street, the existing "2 Hour Parking 8 a.m.--6 p.m." should remain in effect. This will discourage long-term employee parking along Grand Avenue in front of the main building.

## Future Parking Needs

A concern has been raised by a local resident as to the future disposition of the bungalows on Area 8 and the potential traffic/parking impact of any development that might occur on Area 8. If the land on Area 8 is either dedicated to the City of Pasadena or sold to private developers, any development that takes place on Area 8 will have to meet City Zoning Ordinance in terms of on-site parking supply. Therefore, the future parking demand of Area 8 land uses should be accommodated on-site and should not be an additional burden to the residential streets in the vicinity of the site.

## SUMMARY

The full occupancy of the Vista Del Arroyo Hotel as the U.S. Court of Appeals and Federal Building will require that 360-380 parking spaces be provided. These spaces will be generally assigned as 240 employee parking spaces, 60-70 visitor spaces, and 60-70 spaces for judges and officials.

Off-site, remote parking areas were investigated but found to be infeasible because of either lack of supply or the expense of transporting employees from the remote parking lots to the building.

The physical capacity of the site itself could accommodate a total of 855 parking spaces if the on-site cottages and bungalows were removed. Obviously, with only a 380-space parking demand, all 855 possible spaces would not be needed; therefore, a number of proposals were investigated to allocate the needed spaces among the 855 possible choices.

Two proposals were judged to be among the best of the range of proposals investigated. The first of these provided all 380 spaces along Grand Avenue in the immediate vicinity of the main building. In order to accomplish this, a two level parking structure would have to be built on the Area 6 site (the existing Del Rosa Drive Parking lot.)

The other proposal would split parking between the upper and lower elevations of the site providing employee parking along Arroyo Boulevard and visitor, judge/official and some employee parking along Grand Avenue. Because of the desire to reduce the initial cost of project implementation, this latter proposal was recommended for implementation. It should be emphasized that in order to maximize the effectiveness of the Arroyo Boulevard parking spaces, an elevator or some other mechanical means of conveyance should be provided to transport employees from the lower portion of the site to the higher elevation.

## 5. AIR QUALITY ANALYSIS

The air quality impact of the projected project was assessed from two perspectives: the project's contribution to regional pollutant emissions and the project's impact on a receptor in terms of pollutant concentrations. In order to make these assessments, six tasks were undertaken. The first task involved making contact with the South Coast Air Quality Management District and the Southern California Association of Governments to discuss the project, methodologies of analysis and results of analyses including their significance.

The second task involved describing the existing Pasadena meteorology and general air quality. Aspects of meteorology described include temperature, precipitation, and wind speed and direction. The general air quality in Pasadena is described in terms of all pollutants. National and state air quality standards for each pollutant are presented as well as the pollutant concentrations monitored in Pasadena for 1979.

The third task involved what is called a burden's analysis for the three major pollutants generated by transportation vehicles: carbon monoxide (CO), nitrogen oxides ($NO_x$), and hydrocarbons (HC). In the burden's analysis, project-related emissions were compared to regional emissions for each pollutant. The fourth task was estimation of lead concentrations as a result of the proposed project using a procedure developed by the Federal Highway Administration.

Task five involved a hot spot analysis for carbon monoxide using accepted U.S. Environmental Protection Agency (U.S. EPA) procedures. Carbon monoxide concentrations were calculated at one receptor at each of two intersections. The effect of a possible surface parking lot was also evaluated. The analysis was done for 1980 and 1982 conditions without the project and 1982 conditions with the project.

The sixth task involved describing the potential impact resulting from any on-site construction. The primary concern was with fugitive dust (total suspended particulates).

For each of the tasks, the existing conditions and estimated impacts are discussed. The significance of the impacts is also noted. Because of the insignificant impact of the project in terms of air quality, no mitigating measures are necessary beyond those noted in the chapter on traffic.

## EXISTING METEOROLOGY AND AIR QUALITY

Pasadena is located in the South Coast Air Basin in Southern California. This basin is a coastal plain bounded on the southwest by the Pacific Ocean and surrounded on the north and east by the San Gabriel and San Jacinto Mountains.

The precipitation in this area comes primarily from the great winter storms that move down the Pacific Coast. These storms begin early in the fall, become very heavy during winter, and grow milder in the spring. A very small amount of precipitation comes in summer thunderstorms, which are most often associated with tropical air flows from west Mexico or the Gulf of Mexico.

The wind system in the Pasadena area is dominated by the southwesterly wind from the ocean, which brings in cool moist air. These winds are generally light,[1] characterizing the area as a region of high air pollution potential. Table 5-1 characterizes wind direction frequency (in percent of total time) and mean wind speed in Pasadena. As can be seen, southwesterly winds at around 4.5 mph predominate in Pasadena. Average yearly wind speeds are around 3.0 mph. Poor ventilation and shallow vertical mixing create an inadequate area to disperse emissions sufficiently.

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[1] Wind speeds in Downtown Los Angeles average 5.6 miles per hour, compared to 9.7 mph in Central New York City, 9.8 mph in Central Chicago, and 8.7 mph in downtown San Francisco.

Table 5-1

## PASADENA AVERAGE DAILY WIND SPEED BY DIRECTION

| Direction | Percent of Time In Given Direction | Mean Daily Speed (MPH) |
|---|---|---|
| N | 5.3% | 1.7 |
| NNE | 1.2 | 2.4 |
| NE | 2.4 | 2.7 |
| ENE | 2.6 | 2.4 |
| E | 4.9 | 2.6 |
| ESE | 5.6 | 2.7 |
| SE | 10.7 | 2.8 |
| SSE | 6.9 | 3.0 |
| S | 9.5 | 3.0 |
| SSW | 6.3 | 3.6 |
| SW | 13.1 | 4.4 |
| WSW | 4.4 | 4.6 |
| W | 4.4 | 3.2 |
| WNW | 7.0 | 2.3 |
| NW | 10.2 | 2.0 |
| NNW | 5.5 | 1.7 |

Added to this is the plentiful sunshine, which provides the energy to convert directly emitted contaminants (nitrogen oxides and hydrocarbons) into ozone, photochemical aerosol, and other secondary products.

Because of Pasadena's location to the northeast of Los Angeles and the southwesterly direction of prevailing winds, Pasadena receives regional pollutants from many other areas. This explains why Pasadena had one of the highest incidences of oxidant episodes (an episode describes a condition in which the concentration of an air pollutant has reached a level at which a potential health hazard exists) between 1975 and 1979 compared to other stations in the Metropolitan Los Angeles zone.

In general, the pollutants of concern pursuant to this project are those related to mobile sources (transportation vehicles): carbon monoxide (CO), nitrogen oxides ($NO_x$), and hydrocarbon (HC). CO is a colorless, odorless, toxic gas resulting from the incomplete combustion of fuel. Because it is a localized pollutant, the greatest concentrations are likely to be found nearest the pollutant source, such as heavily traveled or congested roadways. In future years, as automobile emission controls increase, lower CO emissions can be expected from transportation vehicles and CO violations should decrease. The one-hour federal and state CO standard was not exceeded in Pasadena in 1979, and the eight-hour federal standard was exceeded on 25 days and the state standard on one day in 1979.

Nitrogen oxides include nitric oxide, nitrogen dioxide, nitrites, nitrates, and nitrosamines. Nitric oxide emissions contribute to photochemical oxidants (ozone) formation. Primary emitters are transportation vehicles and industrial plants. In Pasadena, there were 14 days monitored during which the State Standard for nitrogen dioxide was exceeded.

Hydrocarbons come from incomplete combustion of gasoline and also are the precursor to photochemical oxidants (ozone). In Pasadena the Federal Standard was exceeded during 154 days in 1979.

Besides those three pollutants, oxidants (ozone), sulfur dioxide, particulates, and lead all contribute to the overall air quality of an area. The most serious pollutant in Pasadena is photochemical oxidants. Oxides of nitrogen and hydrocarbons contribute to the formation of photochemical oxidants in the presence of sunlight. The photochemical oxidants result in a condition commonly called urban smog. This type of air pollution, of which the automobile is a major source, has a region-wide impact and is one of the most serious air quality concerns in the entire South Coast Air Basin.

Sulfur dioxide is a colorless gas primarily emitted from industrial plants burning fossil fuels. It contributes to the formation of acid rain which is harmful to human health and aquatic life. It has also been shown to be harmful to human health when it combines with suspended particulates. No violations of the Federal or State Standards were recorded in 1979 in Pasadena.

Total suspended particulates (TSP) consist of solid (dust, smoke, fumes, fly ash) and liquid (mists, sprays, aerosols) particles which are emitted into the atmosphere and remain over long periods of time. The TSP are produced primarily by industrial, construction, or agricultural activities. No Federal Standards were exceeded in Pasadena, but almost half of the days monitored exceeded State Standards.

Transportation vehicles requiring leaded gasoline are a major contributor to lead concentrations. As more vehicles use unleaded gasoline and become equipped with catalytic converters, lead concentrations can be expected to decrease. Federal and State Standards are rarely exceeded in Pasadena.

Table 5-2 summarizes Pasadena air quality data for 1979 for pollutants for which California ambient air quality standards exist. These are ambient concentrations which are not only affected by background concentrations, but by meteorological and traffic conditions in the vicinity of the monitoring site (1196 East Walnut Street).

## IMPACT OF PROPOSED PROJECT

### Burden's Analysis

The air quality impact of the proposed project in terms of vehicular emissions are assessed for carbon monoxide (CO), hydrocarbons (HC), and nitrogen oxides ($NO_x$). These three pollutants were chosen because they are most affected by vehicular traffic and, thus, are directly related to the impact of the proposed project. The burden's analysis incorporated vehicular emission rates for the different pollutants and applied these to the vehicle miles traveled to generate total emissions. This analysis was done to compare the increased emissions from project-related activity to the total regional emissions.

Table 5-2
## AIR QUALITY STANDARDS AND PASADENA AIR QUALITY

| Pollutant | | AIR QUALITY STANDARDS (a) | | PASADENA MONITORED AIR QUALITY (b) | | |
|---|---|---|---|---|---|---|
| | | | | Maximum Concentration | # Days Standard Exceeded | |
| | | National | California | | National | California |
| Carbon | 1-Hour | 35ppm | 40ppm | 17ppm | 0 | 0 |
| Monoxide | 8-Hour | 9ppm | - | 12.5ppm | 25 | - |
| | 12-Hour | - | 10ppm | - | - | 1 |
| Nitrogen | AAM | 0.05ppm | - | - | - | - |
| Dioxide | 1-Hour | - | 0.25ppm | 36ppm | - | 14 |
| Hydro- | 1-Hour | - | - | 9.9ppm | - | - |
| Carbon | 3-Hour(6-9am) | 0.24ppm | - | - | 154(c) | - |
| Ozone | 1-Hour | 0.12ppm | 0.10ppm | 0.44ppm | 150 | 190 |
| Sulfer | 1-Hour | - | 0.50ppm | 0.06ppm | - | 0 |
| Dioxide | 24-Hour | 0.14ppm | 0.05ppm(d) | - | 0 | - |
| | AAM | 0.03ppm | - | - | - | - |
| Particulates | 24-Hour | 260ug/m$^3$ | 100ug/m$^3$ | 193ug/m$^3$ | 0 | 23 |
| | AGM | 75ug/m$^3$ | 60ug/m$^3$ | - | - | - |
| Lead | 1-Month Avg. | - | 1.5ug/m$^3$ | 3.53ug/m$^3$ | 1 | - |
| | 3-Month Avg. | 1.5ug/m$^3$ | - | - | - | 5 |

a) Summary of Air Quality in the South Coast Air Basin, 1978. South Coast Air Quality Management District, July, 1979.

b) "South Coast Air Quality Management District Air Quality in 1979." South Coast Air Quality Management District.

c) Reactive hydrocarbons only (total minus methane hydrocarbons)

d) Occurring in combination with a violation of the state ozone or particulate (TSP) standards.

Four steps are involved in the burden's analysis: determination of regional vehicular miles and speeds, determination of project vehicular miles and speed, determination of vehicular emission rates, and final calculation of total emissions with and without the project. Regional vehicular miles and speed on freeways and city streets were obtained from CALTRANS (CALTRANS, 1980). The vehicular miles traveled were reported for 1976 and were increased by three percent per year to reflect increases in traffic volumes in the region. The region was defined to include the area within a 10-mile radius from the project site. This is an area from which 60 percent of the project generated traffic is expected to come.

Project-related vehicular miles were based on a trip generation rate of 18.2 trips per day per 1,000 square feet of gross area (described in the chapter on traffic) and a project size of 143,000 square feet of gross space (supplied by General Services Administration). An average speed of 30 miles per hour and an average trip length of 10.5 miles were assumed. The latter was based upon the average trip length in the greater metropolitan area which is 10.5 miles. The total vehicular miles traveled related to the project were estimated to be 27,300 miles.

Vehicular emission rates were obtained from the U.S. EPA computer program MOBILE I (U.S. EPA, August, 1978). The California emission rates for CO, HC, and $NO_x$, the primary transportation-related pollutants, were computed taking into account the mix vehicle-types (i.e., light duty vehicles, light duty trucks, etc.), ambient temperature, speed, percent cold/hot starts, and year of analysis. The assumptions made to generate emission rates are shown in Table 5-3.

Summary

The final calculation of total emissions (vehicle miles traveled times emission rate) was done for 1982 with and without the project. The result of the burden's analysis are presented in Table 5-4. As can be seen, the proposed project will annually contribute 0.36 percent of an increase in CO emissions (520 tons), a 0.26 percent increase in hydrocarbon emissions (69 tons), and a 0.22 percent increase in nitrogen oxide emissions (44 tons). Since fewer than 1,000 employees are associated with these emissions, the increase is not considered regionally significant (Farris and Palmer, 1981). Furthermore, all of the jobs are existing jobs and are not newly created (Dickson, 1981). They represent a shift in the location of employment and therefore,

Table 5-3

EMISSION RATE ASSUMPTIONS

| Parameters | Regional | Project |
|---|---|---|
| Speed | Varied | 30 mph |
| Years | 1980, 1982 | 1982 |
| Region | California | California |
| Ambient Temperature | 60° F | 60° F |
| Vehicle Mix | National Average | 95% light duty vehicle<br>5% light duty truck (6,000-10,000 lbs.) |
| % Cold Start | 20% | 20% |
| % Hot Start (Non-Catalyst) | 20% | 20% |
| % Hot Start (Catalyst) | 20% | 20% |

Source: Barton-Aschman Associates, Inc.

Table 5-4

BURDEN'S ANALYSIS RESULTS

| (a)<br>POLLUTANT | (b)<br>TOTAL ANNUAL EMISSIONS (TONS) BY SCENARIO<br>1982 REGIONAL | (c)<br><br>PROJECT (1982) | (d)<br><br>1982 TOTAL (b+c) | (e)<br>PROJECT EMISSIONS AS A PERCENT OF TOTAL EMISSIONS (c ÷ d) |
|---|---|---|---|---|
| Carbon Monoxide | 142,797 | 520 | 143,317 | 0.36% |
| Hydrocarbons | 26,776 | 69 | 26,845 | 0.26% |
| Nitrogen Oxides | 19,659 | 44 | 19,703 | 0.22% |

Source: Barton-Aschman Associates, Inc.

emissions. This further minimizes the regional air quality impact despite the fact that the region is a nonattainment area. It should also be noted that such emissions, because they currently exist, are already assumed in the regional traffic and air quality projections associated with the State Implementation Plan (Palmer, 1981). Thus, the project is not in conflict with SIP.

## Hot Spot Analysis

A hot spot analysis was conducted to determine whether the proposed project would have a significant localized impact on air quality. This was done for CO because CO is a localized pollutant whose effect is noticeable at receptors within close proximity to line sources (i.e., streets and intersections) and area sources (i.e., parking lots).

### Methodology

The hot spot analysis was conducted in accordance with U.S. EPA procedures (U.S. EPA, September, 1978 and U.S. EPA, 1975). There were five elements associated with the analysis: (1) calculation of a CO emission rate generated by a stream of traffic at a given receptor and at a given intersection; (2) calculation and dispersion of CO emissions and resultant estimation of CO concentrations at a given receptor at a given intersection; (3) calculation of CO emissions and estimation of CO concentrations at a given receptor from a given parking lot; (4) calculation of background CO concentrations; and (5) determination of total CO concentrations at a given receptor at a given intersection due to the proposed project.

The first element, calculation of CO emission rate and total CO emissions, was done using a computerized version of the U.S. EPA Volume 9 procedures (U.S. EPA, September, 1978) (hereafter referred to as Volume 9). Free flow, idling, acceleration, and deceleration emission rates for a given intersection were calculated using mathematical equivalents of Figures 6 and 7 from Volume 9, as well as interpolating from array equivalents in Tables 1a, 2a, 3a, and 3b from Volume 9. Correction factors were then applied to account for vehicle mix, year of impact analysis, ambient temperature, and percent of vehicles operating under cold start conditions. The output of the computerized version, called COERP (Carbon Monoxide Emission Rate Program), includes the free flow and excess (i.e., queue) emission rates and the length over which the excess emissions occur (i.e., length of queue). This data was then used in the second element of analysis, the dispersion of CO emissions and estimation of CO concentrations at a receptor.

The estimation of CO concentrations was done using HIWAY (U.S. EPA, 1975) in a manner consistent with the Volume 9 procedures. HIWAY uses the output from COERP along with "worst case" meteorological assumptions to determine the CO concentrations at a specific receptor from adjacent free flow (free-flowing traffic along an adjacent street) and excess (traffic queued at an intersection) emission sources. The worst case meteorological assumptions used in HIWAY were those recommended in the Volume 9 procedures:

- -- Wind speed of one meter/second
- -- Pasquill stability Class D
- -- Height of mixing layer of 1,000 meters
- -- Initial vertical dispersion parameter of 5.0
- -- Persistance factor of 0.6 which is applied to the peak one-hour concentrations to obtain the peak eight-hour concentrations
- -- Receptor height above the ground level of 1.5 meters.

Background CO concentrations were based upon monitored ambient CO data and were corrected for the effects of local traffic using Volume 9 procedures and HIWAY (as previously described). The highest one- and eight-hour monitored CO concentrations at the Pasadena station (Walnut Street and Michigan Avenue) were obtained for 1979. Readily available traffic volumes near the intersection of Walnut Street and Michigan Avenue also were obtained for 1979. Using Volume 9 procedures and HIWAY, the effect of local traffic was determined and subtracted from the monitored data to arrive at background CO concentrations for 1979. These were then adjusted to reflect 1980 and 1982 background concentrations by correcting for estimated annual increases in traffic (three percent per year) and lower vehicular emission rates (based upon MOBILE 1).

CO concentrations from parking lots were determined using the manual procedures outlined in Volume 9 for parking lots (Worksheets 3 and 6). Total CO emissions from the parking lot were determined based upon given characteristics of the lot (i.e., size, layout, capacity, demand, etc.). The emissions were then dispersed to obtain an estimation of the CO concentration at a specified receptor.

The CO concentrations from the intersection analysis and parking lot analysis were added together with background CO concentrations to estimate the total CO concentration resulting from the project at a given receptor for the one-hour and eight-hour periods. These concentrations were compared to projected CO concentrations without the project.

Project Parameters

Worst Case Alternative. Several alternatives have been defined which are differentiated by parking options (see chapter on parking for complete description). Since it is possible that additional alternatives may arise as the project becomes more defined, the approach of the air quality analysis was to examine a "worst case condition" which reflected a combination of the alternatives. Thus, the air quality analysis was based upon the assumption that all project-related traffic would travel on streets adjacent to the site (assumes the traffic volumes of Parking Alternatives 1--3) and that a 150-space employee surface parking lot would exist at the corner of Del Rosa Drive and Grand Avenue (Parking Alternative 2). (It was projected that a parking structure as defined by Alternatives 1 or 3 would result in lower CO concentrations at specified receptor because of the mechanical venting system in a garage and the elevation--height above the ground and receptor--the CO pollutants would be emitted.) This worst case alternative is referred to as the "proposed project" or "project" hereafter.

Other Analysis Assumptions. Worst case meteorological conditions were assumed as previously described. In addition, the angle of the wind was determined by the angle which would produce the highest CO concentrations, irrespective of the predominant wind direction.

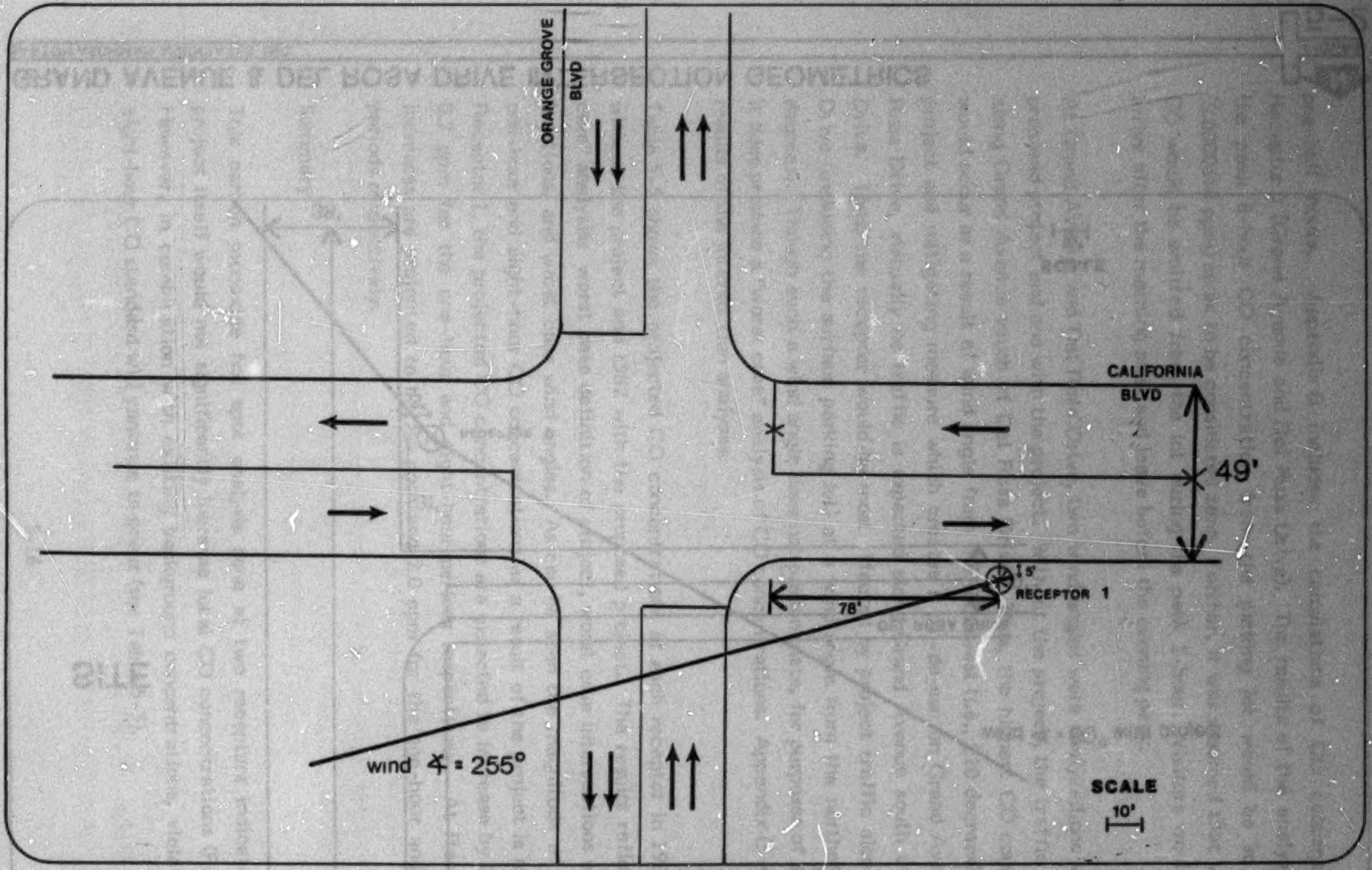
The hot spot analysis was conducted for existing conditions (1980 traffic conditions), 1982 conditions without the project, and 1982 conditions with the project. The latter assumed that project traffic would not be allowed into the residential area south of the Del Rosa Drive and Grand Avenue intersection (thus reflecting a mitigation measure discussed in the chapter on traffic). The year of impact analysis, 1982, was selected based on the General Services Administration's (GSA) schedule to implement the project by 1982. Any delay in the schedule would likely reduce projected CO concentrations because of declining vehicular emission rates. Earlier implementation would likely result in higher CO concentrations. Either effect would not significantly affect the results and conclusions described herein.

Analyses and Results

Two intersections and one receptor at each intersection were analyzed. The two intersections analyzed were Orange Grove Boulevard and California Boulevard, and Grand Avenue and Del Rosa Drive. The former was selected because it has the lowest level of service (LOS) of all the intersections in the vicinity of the project site with and without the project. The latter was selected because it was representative of the worst case receptor adjacent to the project which would be affeced by intersection traffic (free flow and queues) and parking lot (at Grand Avenue and Del Rosa Drive) emissions. Other potential receptors, such as the condominiums just north of the parking lot or the condominiums on the north side of Green Street between Orange Grove Boulevard and Grand Avenue, would be less affected by the intersection traffic. The former would not receive emissions from queued traffic at the intersection of Grand Avenue and Del Rosa Drive and the latter would be unaffected by the parking lot located at Del Rosa Drive and Grand Avenue.

The angle of wind selected for the receptor at each intersection was the angle at which the highest CO concentrations were estimated. Figures 5-1 and 5-2 describe the intersections, parking lot, receptors analyzed, and wind angles analyzed.

As previously described for the worst case alternative, a surface parking lot for employees, visitors and officials at the intersection of Grand Avenue and Del Rosa Drive (see Figure 5-2) was assumed. This would result in greater CO concentrations at the receptor shown in Figure 5-2 than a parking structure for reasons previously described. For purposes of the analysis, it was assumed that a total of 150-160 spaces would be provided. At any given time, it was assumed that 135 of those spaces would be filled (90 percent occupancy) and that the average length of stay would be one and

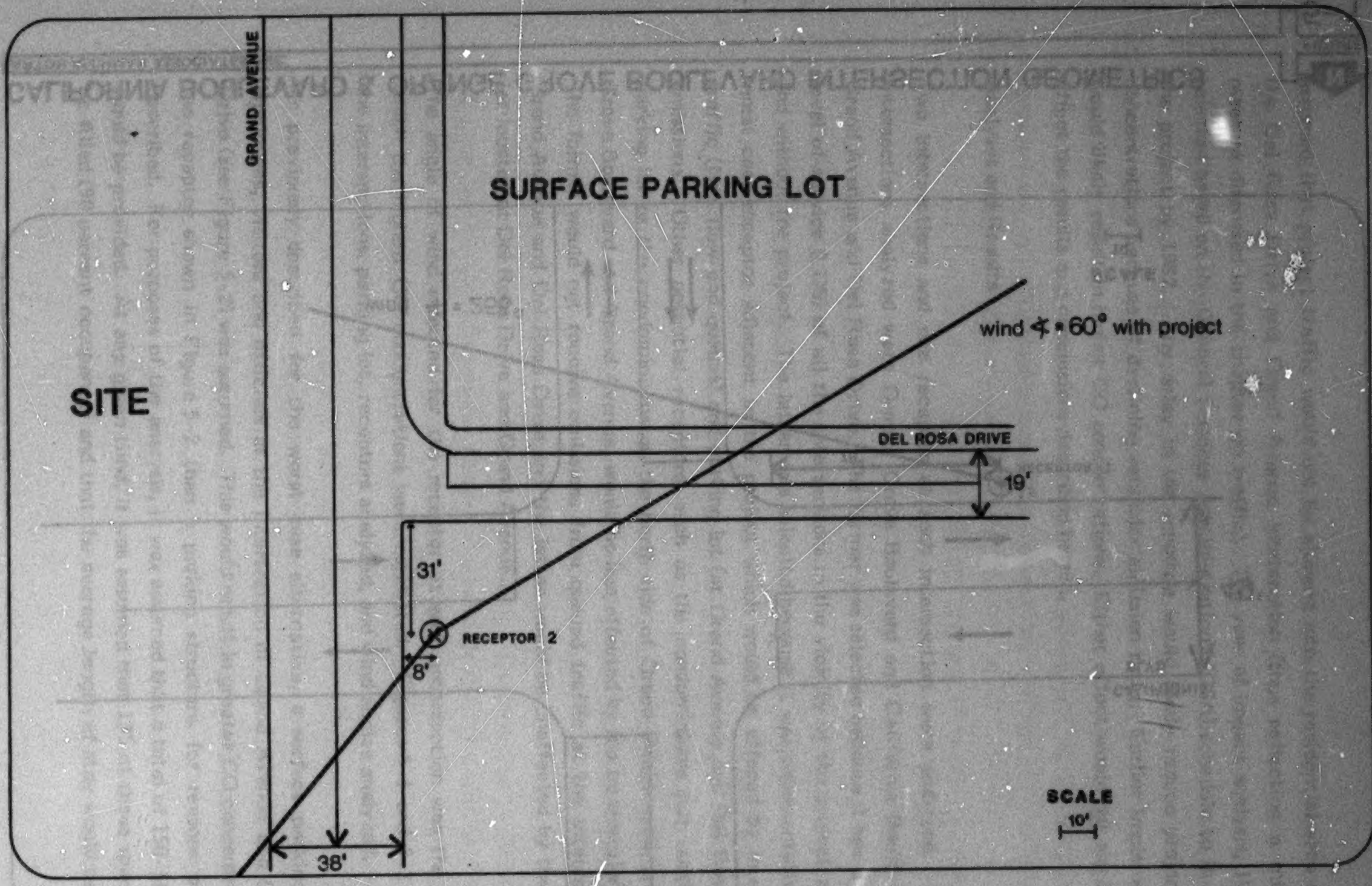

ORANGE GROVE
BLVD
CALIFORNIA
BLVD
49'
78'
5'
RECEPTOR 1
wind ∢ = 255°
SCALE
10'

## CALIFORNIA BOULEVARD & ORANGE GROVE BOULEVARD INTERSECTION GEOMETRICS

BARTON-ASCHMAN ASSOCIATES, INC.

N

FIGURE
5–1


GRAND AVENUE
SURFACE PARKING LOT
SITE
wind ∢ = 60° with project
DEL ROSA DRIVE
19'
31'
RECEPTOR 2
8'
38'
SCALE
10'

GRAND AVENUE & DEL ROSA DRIVE INTERSECTION GEOMETRICS

BARTON-ASCHMAN ASSOCIATES, INC.

FIGURE
5-2

N

one-half hours. Appendix B includes the calculations of CO concentrations at Receptor 2 (Grand Avenue and Del Rosa Drive). The results of the analysis indicate the peak 8-hour CO concentration from the parking lot would be so negligible (0.0000654 ppm) so as to be considered zero. Further, it was assumed that virtually no CO would be emitted from the lot during the peak 1-hour. Visitors would typically arrive after the morning peak and leave before the evening peak.

At Grand Avenue and Del Rosa Drive, two wind angles were analyzed,one without the proposed project and one with the project. Without the project, the traffic is greatest along Grand Avenue south of Del Rosa Drive. Thus, the highest CO concentrations would occur as a result of wind angle from the southwest (i.e., 220 degrees). With the project and mitigating measure which creates a cul-de-sac on Grand Avenue at Del Rosa Drive, virtually no traffic is expected along Grand Avenue south of Del Rosa Drive. Thus, the receptor would be most affected by project traffic along Del Rosa Drive (including the surface parking lot) at a wind angle from the northeast (i.e., 60 degrees). Though such a wind angle does not predominate, for purposes of this analysis it does produce a "worst case" analysis of CO concentrations. Appendix C contains the results of the intersection analyses.

Table 5-5 shows the projected CO concentrations at each receptor in 1980 and 1982 without the project and 1982 with the proposed project. The results reflect a "worst case" analysis: worst case definition of project, worst case intersections and receptor locations, and worst case wind angles. As can be seen the magnitude of increase in one-hour and eight-hour CO concentrations as a result of the project is minimal. At Receptor 1, the projected CO concentrations are expected to increase by 0.3 ppm and 0.2 ppm for the one-hour and eight-hour periods respectively. At Receptor 2 the increases are projected to be 3.5 ppm and 2.0 ppm for the one-hour and eight-hour periods respectively.

Summary

This carbon monoxide hot spot analysis done at two receptors indicated that the project itself would not significantly increase local CO concentrations (Farris, 1981). However, in combination with existing background concentrations, violations of the eight-hour CO standard will continue to occur (see Table 5-5).

Table 5-5

## PROJECTED CO CONCENTRATIONS

| | 1-HOUR CONCENTRATIONS (PPM) | | | | |
|---|---|---|---|---|---|
| Source/ Location | (1) 1980 Background Concentration | (2) 1980 Without Project | (1) 1982 Background Concentration | (2) 1982 Without Project | (2) 1982 With Project |
| Receptor | | | | | |
| 1 | 15.4 | 27.2 | 13.9 | 21.9 | 22.2 |
| 2 | 15.4 | 16.0 | 13.9 | 14.3 | 17.8 |
| Parking Lot | | | | | |
| 1 | - | - | - | - | - |
| 2 | - | - | - | - | 0 |
| Total | | | | | |
| 1 | 15.4 | 27.2 | 13.9 | 21.9 | 22.2 |
| 2 | 15.4 | 16.0 | 13.9 | 14.3 | 17.8 |

| | 8-HOUR CONCENTRATIONS (PPM) | | | | |
|---|---|---|---|---|---|
| Source/ Location | (1) 1980 Background Concentration | (2) 1980 Without Project | (1) 1982 Background Concentration | (2) 1982 Without Project | (2) 1982 With Project |
| Receptor | | | | | |
| 1 | 11.4 | 18.5 | 10.3 | 15.1 | 15.3 |
| 2 | 11.4 | 11.7 | 10.3 | 10.6 | 12.6 |
| Parking Lot | | | | | |
| 1 | - | - | - | - | - |
| 2 | - | - | - | - | 0 |
| Total | | | | | |
| 1 | 11.4 | 18.5 | 10.3 | 15.1 | 15.3 |
| 2 | 11.4 | 11.7 | 10.3 | 10.6 | 12.6 |

NOTES:

(1) See text for discussion of how background CO concentrations were determined.

(2) Includes background concentrations and effects of traffic.

As can be seen in Table 5-5, CO concentrations are expected to be lower in 1982 compared to 1980 even with the proposed project. This is due to projected lower vehicular emission rates. In 1982, small increases are projected at Receptor 1 due to the fact that the adjacent intersection carries a substantial amount of traffic without the project. The increases are larger at Receptor 2 due to the relative change in traffic volumes with and without the project. No violations of the one-hour CO concentration are expected at either receptor due to the project. At both receptors, violations of the eight-hour CO standard can be expected, but to a lesser degree than currently (1980) exists.

It should be noted that the results of the hot spot analysis are based upon a worst case alternative. Any alternative which reduces traffic adjacent to the receptors will reduce the CO concentrations.

### Lead Analysis

The U.S. Environmental Protection Agency has recently promulgated a standard for airborne lead (Pb) of 1.5 micrograms per cubic meter (1.5 ug/m$^3$). This standard is to be achieved in three years (1982) and is expected to be attained in most areas by the reduction of lead in gasoline. Following a procedure developed by the Federal Highway Administration (FHWA), an evaluation of the proposed project was conducted with respect to possible impacts on airborne lead (FHWA, 1978). The procedure relates traffic volumes to airborne lead concentrations for specific years, taking into account the increasing use of unleaded gasoline (which reduce the concentrations of lead in the air) and the distance from the receptor to the lead emission sources. The same receptor locations used in the carbon monoxide anlaysis were used in the airborne lead analysis. The analysis took into account traffic at each of the two analyzed intersections and major streets within 500 feet of the receptor with at least an average daily traffic (ADT) of 2,000 vehicles. Table 5-6 shows the streets considered in the analysis and their ADT.

In addition to site-related lead concentrations, a background lead concentration was estimated. This was done by: 1) determining the maximum calendar quarterly average monitored in Pasadena for 1980; 2) subtracting out the effect of local traffic at the monitoring station; and 3) correcting for the anticipated decreasing amount of lead in gasoline over time. The latter two steps were accomplished using FHWA procedures.

Table 5-6

MAJOR ROADWAYS AND AVERAGE DAILY TRAFFIC (ADT) CONSIDERED IN LEAD ANALYSIS

| | RECEPTOR 1 | | RECEPTOR 2 | |
|---|---|---|---|---|
| | Orange Grove at California | California at Orange Grove | Orange Grove at California | Colorado West of Orange Grove |
| 1980 ADT | 16,110 | 12,200 | 16,110 | 4,536 |
| 1982 ADT Without Project | 17,075 | 12,930 | 17,075 | 4,808 |
| 1982 ADT With Project | 19,980 | 13,100 | 19,445 | 5,945 |
| Distance to Receptor | 80 feet | 5 feet | 415 feet | 500 feet |

The first step was accomplished by obtaining data from The South Coast Air Quality management District. The maximum calendar quarterly average was used (rather than the highest average daily reading) because the FHWA procedure is designed for the quarterly average.

In 1980 the maximum calendar quarterly average was 1.67 mg/m$^3$. Subtracting out the effect of traffic, the background lead concentration for 1980 was estimated at 1.18 mg/m$^3$. In 1982, the background lead concentration was estimated at 0.77 mg/m$^3$ by assuming that traffic would increase by three percent annually and that reductions of lead in gasoline would reduce lead concentrations by 45 percent from 1980 to 1982 (FHWA procedure).

## Summary

The results of the analysis are shown in Table 5-7. In 1980 prior to project implementation, the lead concentrations in Pasadena and at the project site exceeded the standards, both national and state. In 1982, even with the project, the standards are not projected to be exceeded.

The project itself will have a minimal effect in increasing lead concentrations as can be seen in Table 5-7. Furthermore, the small increase represents a shift in location--since the jobs and employees associated with the traffic and lead emissions already exist in the region, the project represents a shift in the location of lead emissions rather than additional emissions.

## Construction Impacts

A primary air quality concern during construction is the potential for fugitive dust or particulate emissions from soil exposed to wind and construction traffic. Dust emissions will vary substantially from day to day--depending on the level of activity, specific operations, and prevailing weather. The proposed project will primarily involve renovation of the main building, demolition of some existing bungalows (five according to the GSA), and construction of parking facilities. Such activities will mean that the potential for fugitive dust is not particularly significant. Demolition of the bungalows, assuming the soil is not left exposed for a long period afterwards, and construction of a parking garage or surface parking lots mean that relatively small

Table 5-7
## LEAD ANALYSIS RESULTS

| | Lead Concentrations(1) | Percent of Standard |
|---|---|---|
| 1980 Background | 1.67 ug/m$^3$ | 111% |
| 1980 without project(2) | 2.715 ug/m$^3$ | 181% |
| 1982 Background | 0.77 ug/m$^3$ | 51% |
| 1982 without project(2) | 1.26 ug/m$^3$ | 84% |
| 1982 with project(2) | 1.28 ug/m$^3$ | 85% |
| National Standard | 1.5 ug/m$^3$ | 100% |

(1) Maximum calendar quarterly average.

(2) Includes estimated background lead concentration.

Source: Barton-Aschman Associates.

areas for short periods of time will be under construction; this reduces the potential for fugitive dust emissions. Therefore, it is not expected that construction (including renovation and demolition) will result in any localized violation of the particulte standards. Nevertheless, standard mitigating measures should be incorporated. These include minimizing the amount of soil left exposed and watering any exposed soil.

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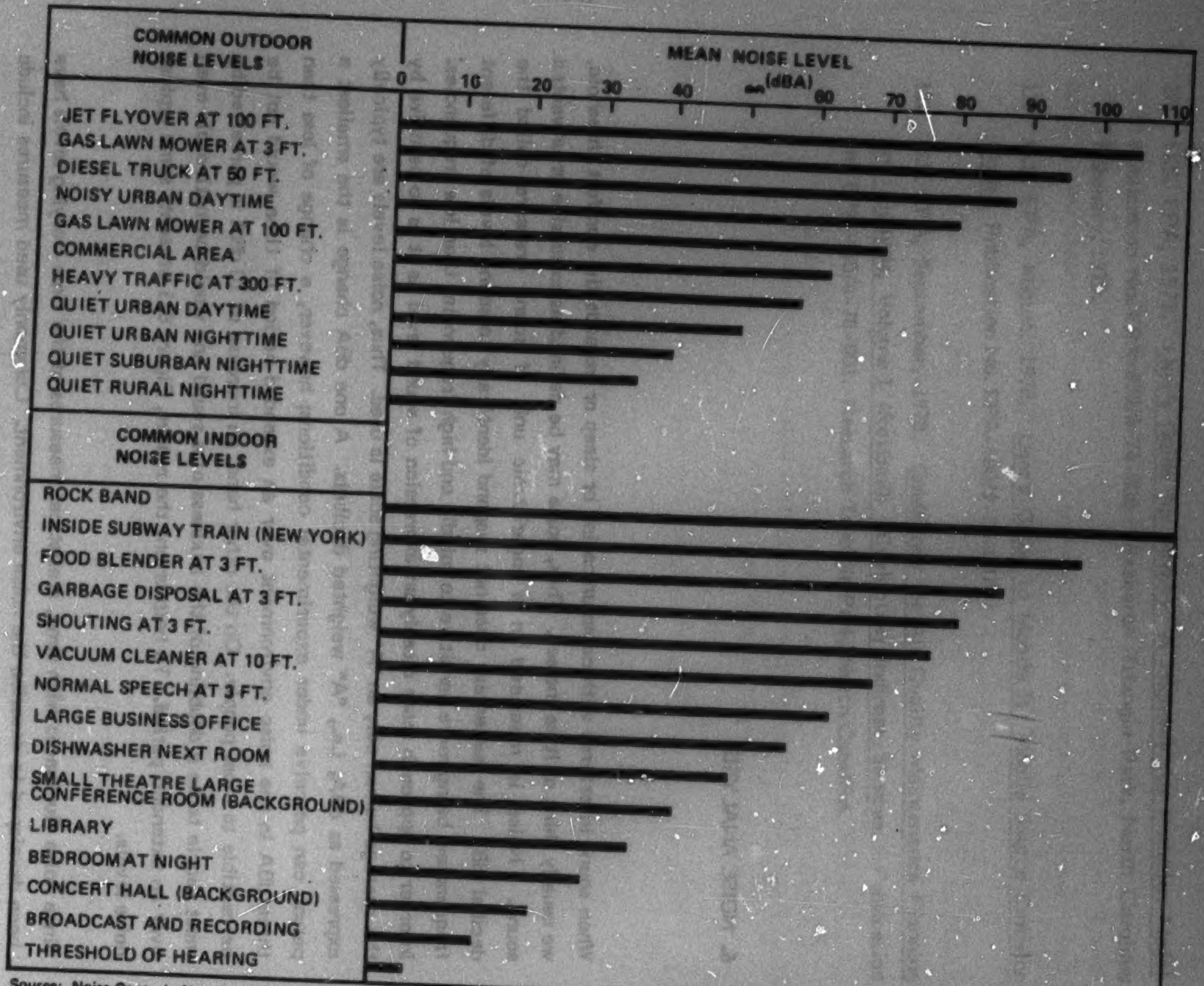
## 6. NOISE ANALYSIS

When sound interferes with communication or sleep or exceeds the comfort threshold, we usually think of it as "noise". Thus, noise may be defined as excessive or unwanted sound. Noise is measured in a logarithmic unit of sound pressure called the decibel (dB). The human ear does not respond identically to sound levels of different frequencies, being more sensitive to middle and high frequencies than low frequencies. In order to approach more closely an expression of sound level as it is to perceive by the average human ear, an "A" weighting scale is used. Thus, noise levels are typically expressed as dBA, i.e., "A" weighted decibels. A one dBA change is the smallest a person can perceive under experimental conditions; however, a change of less than three dBA in the noise environment over an extended period of time would not be perceptible to most people. On the other hand, an increase of 10 dBA is perceived by most people to be a doubling of the loudness of a sound and would be noticeable even over an extended period. To help orient the reader, Figure 6-1 presents some typical noise levels.

Since noise fluctuates with time, statistical measures of the time-varying levels have been developed to describe the noise environment. Commonly used measures include the $L_{eq}$, $L_{dn}$, and $L_{max}$ sound levels. $L_{eq}$ (equivalent sound level) is the steady-state sound level in dBA, which contains an acoustical energy equivalent to the time-varying sound level during the survey period (typically one hour or 24 hours). $L_{dn}$ (day/night



Source: Noise Control - New Standards; W. R. Green; California Department of Transportation; Paper presented at AASHO Annual Meeting; November 14, 1973.

COMMON INDOOR AND OUTDOOR NOISE LEVELS
Figure 6-1

equivalent level) is the equivalent sound level in dBA for a 24-hour period with a 10 dBA weighting added to the time-varying nighttime levels (10:00 P.M. to 7:00 A.M.). $L_{max}$ is the peak sound level recorded during a survey period.

The acceptability of the noise environment is related to its interference with an individual's activity or task. The most common concerns of individuals are interference with speech and interference with sleep. Thus, residential land-uses generally represent areas of highest sensitivity to noise. Hospitals, parks (passive activities), schools, and churches also represent more noise-sensitive activities.

## EXISTING CONDITIONS

### Noise Criteria

The federal, state, and city governments have adopted criteria, acts, and ordinances which pertain to acceptable noise levels. At the federal level, the U.S. Environmental Protection Agency (U.S. EPA) has developed criteria for assessing the impact of noise on different land-uses. These criteria are shown in Table 6-1. While not enforceable, they do indicate a concern for noise levels in residential areas which exceed 55 dBA.

California has adopted at least two noise acts which relate to the proposed project. In 1973, California passed the Noise Planning in Land-Use Act (State of California, 1975), which requires that each city develops a General Plan that includes a Noise Element.

The noise element is supposed to quantify the community noise environment in terms of noise exposure contours for short- and long-term growth and traffic activity in an effort to achieve noise compatible land-use growth. While the act does not establish any noise criteria for adoption and implementation, it does say that noise contours should be shown down to 60 dBA (CNEL or $L_{dn}$ equivalents). Another California Act which deals with noise criteria pertains to insulation standards (State of California, 1974). According to this act, residential buildings located within areas where the exterior community noise equivalent level (CNEL) exceeds 60 dBA from freeways or

Table 6-1

U.S. EPA CRITERIA FOR NOISE IMPACT

| Observer Category | Land-use(1) | $L_{dn}$ (dBA) | $L_{eq}$/Hr. (dBA) |
|---|---|---|---|
| 1 | Residential (a) | 55 | |
| 2 | Hospital (a) | 55 | |
| 3 | Motel, hotel (a) | 60 | |
| 4 | School buildings and outdoor teaching areas (a) | | 60 |
| 5 | Church (b) | | 60 |
| 6 | Office buildings (b) | | 70 |
| 7 | Theater (c) | | 70 |
| 8 | Playgrounds, active sports | | 70 |
| 9 | Parks | | 60 |
| 10 | Special purpose outdoor areas | | -( 2) |

(1) The average outdoor/indoor noise reduction assumed as typical for each space is keyed to the number in parenthesis. The values assumed are: (a) 15 decibels, windows open; (b) 25 decibels, windows closed; (c) 35 decibels, windows closed. Where knowledge of the structure indicates a difference in noise reduction from these values, the criterion level may be altered accordingly.

(2) Outdoor amphitheaters or other critical land-uses requiring special consideration should not allow new intruding noise to exceed the present $L_{eq}$ level minus 5dB.

Source: U.S. EPA 1974. Information on Levels of Environmental Noise Required to Protect Public Health and Welfare with an Adequate Margin of Safety, Publication No. 550/9-74-00 March, 1974.

major streets shall be designed and insulated so that the interior noise level is at 45 dBA. While this act does not directly apply to the proposed project, it does reflect a concern for residential areas where exterior noise levels exceed 60 dBA.

The City of Pasadena in accordance with state regulations has prepared a Noise Element to its General Plan (City of Pasadena, 1975). The Noise Element consists of a set of policies to meet the goals stated in the Noise Planning in Land-Use Act. However, the Noise Element does not delineate areas within the city which exceed 60 dBA, nor does it include any noise standards for areas and land-uses affected by traffic noise such as that related to the proposed project.

In addition to the noise element, the city has adopted an ordinance which deals with stationary sources (City of Pasadena, 1973). The ordinance deals with construction noise and states that construction within a residential zone or within a 500-foot radius of it shall not occur from 10:00 P.M. to 7:00 A.M. unless a permit is obtained. Furthermore, the ordinance states that construction equipment shall not emit noise at a level in excess of 85 dBA as measured within a 100-foot radius of the equipment.

While none of the ordinances discussed above directly relate to traffic noise generated by the proposed project, they do indicate potential concern for residential areas which exceed noise levels of 60 dBA.

## Noise Monitoring

Noise levels were monitored in the vicinity of the proposed project during the week of June 9, 1980. The type of monitoring equipment used is described in Appendix D. Five locations were monitored: (M1) southwest corner of Orange Grove and California Boulevards, (M2) southeast corner of Orange Grove Boulevard and Green Street, (M3) southwest corner of Grand Avenue and Del Rosa Drive, (M4) southeast corner of Arroyo and California Boulevards, and (M5) southeast corner of Arroyo Boulevard and Westminster Drive. The exact location of each receptor is described in more detail in Table 6-2. Monitoring was conducted during the morning, noon, and evening peak hour (7:00-8:00 A.M., 11:30-12:30 P.M., and 4:30-5:30 P.M., respectively) for one day at

Table 6-2

NOISE MONITORING LOCATIONS

| Receptor | Description |
|---|---|
| M1 | Southwest corner of Orange Grove and California; approximately 78 feet from Orange Grove and 5 feet from California; bus stop location. |
| M2 | Southeast corner of Orange Grove and Green; approximately 54 feet from Orange Grove and 20 feet from Green; lawn of multi-family structure. |
| M3 | Southwest corner of Grand and Del Rosa; approximately 8 feet from Grand and 31 feet from Del Rosa; adjacent to sidewalk of single-family residence. |
| M4 | Southeast Corner of Arroyo and California; approximately 7 feet from Arroyo and 29 feet from California; adjacent to sidewalk of single-family residence. |
| M5 | Southeast corner of Arroyo and Westminster; approximately 15 feet from Arroyo and 8 feet from Arroyo and 8 feet from Westminster; adjacent to sidewalk of single-family residence. |

each intersection. The results are shown in Table 6-3. In general, the existing noise environment in the project vicinity was characterized by suburban traffic, primarily automobiles.

The noisiest receptor locations are M1 and M2, both of which were adjacent to Orange Grove Boulevard, a major arterial. The noise levels reflect higher traffic volumes, higher speeds, and a more diverse vehicle mix (i.e., automobiles, trucks, motorcycles) compared to the other receptor locations. The other three receptor locations were significantly more quiet. The streets adjacent to the receptors were residential collectors with lower traffic volumes, lower speeds, and a greater predominance of automobiles. At receptor M5, the monitored noise levels were dominated by background noise from Ventura Freeway (Route 134) and Colorado Boulevard. The background noise was monitored at approximately 55 dBA. At M2 and M3, construction noise contributed to the noise levels. All locations were also influenced to a limited degree by aircraft flyovers, emergency vehicles, and motorcycles.

## IMPACT OF PROPOSED PROJECT

In order to assess the noise impact of the proposed project, noise levels were estimated for existing (1980) traffic conditions, and 1982 traffic conditions with and without the project using accepted Federal Highway Administration procedures (FHWA, 1978). (See Appendix D.) These estimations took into account moving traffic adjacent to a receptor and did not necessarily account for all noise at the receptor (i.e., construction, aircraft flyovers, emergency vehicles, etc.). Thus, there may be some differences between monitored noise levels and estimated noise levels, assuming identical receptor locations.

The receptors for the noise impact analysis included some of the receptor locations where monitoring occurred as well as other potentially sensitive receptors. The impact analysis was not done at all monitoring receptor locations; those not analyzed were locations where projected traffic increases as a result of the proposed project were not significant enough to cause any increase in noise levels. The locations at which the noise impact was analyzed are shown in detail in Figures 6-2, 6-3 and 6-4. These are locations adjacent to single or multiple-family residences.

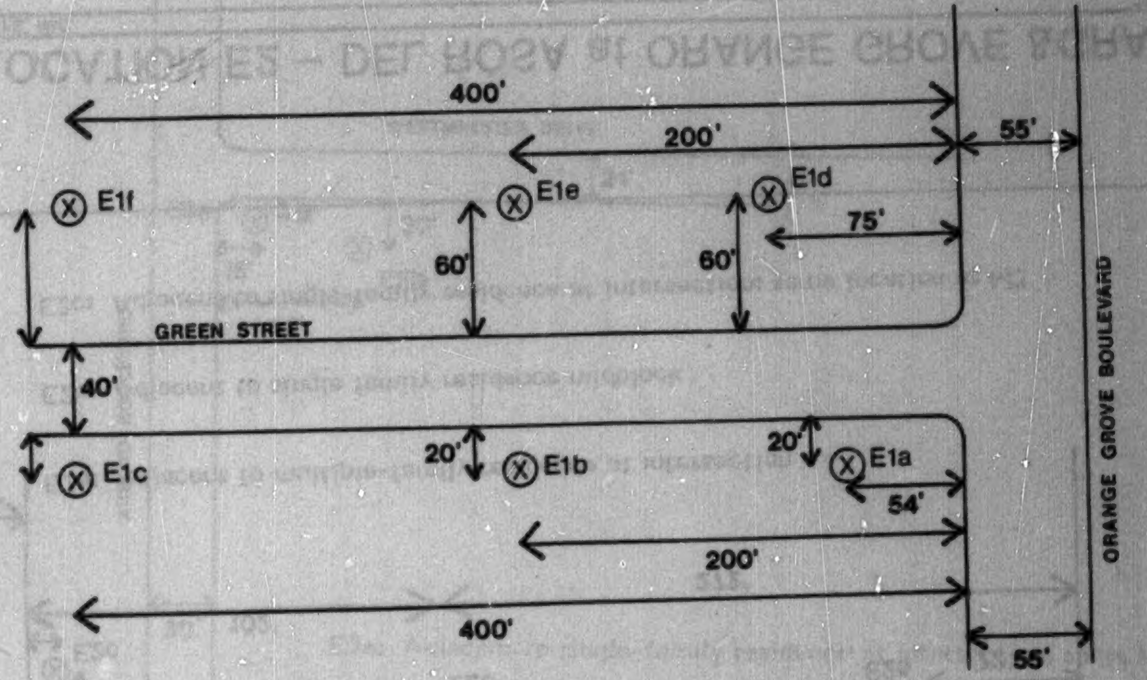
Table 6-3

MONITORED NOISE LEVELS

| RECEPTOR | MONITORED NOISE LEVELS (dBA) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | MORNING PEAK | | | AFTERNOON PEAK | | | EVENING PEAK | | |
| | L10 | L50 | Leq | L10 | L50 | Leq | L10 | L50 | Leq |
| M1 | 71 | 65 | 67.14 | 71 | 65 | 68.67 | 71 | 67 | 69.58 |
| M2 | 69 | 63 | 65.72 | 67 | 61 | 63.15 | 69 | 63 | 65.06 |
| M3 | 63 | 53 | 59.09 | 59 | 47 | 55.19 | 61 | 51 | 57.33 |
| M4 | 65 | 55 | 63.51 | 69 | 59 | 65.31 | 67 | 57 | 63.20 |
| M5 | 61 | 57 | 58.27 | N/A | N/A | N/A | 63 | 55 | 58.17 |

N/A Not Applicable

Source: Barton-Aschman Associates, Inc.

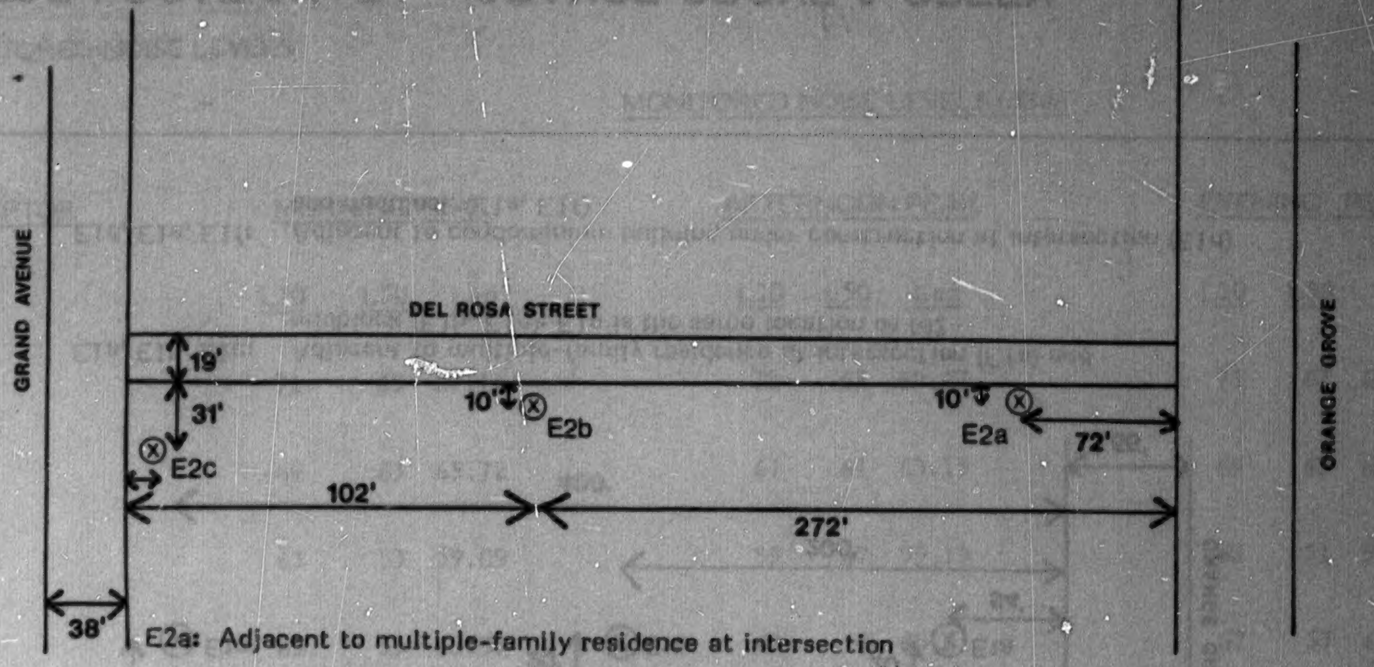

400'
200'
55'
E1f
E1e
E1d
75'
60'
60'
GREEN STREET
40'
20'
20'
E1c
E1b
E1a
54'
200'
400'
55'
ORANGE GROVE BOULEVARD

| | |
|---|---|
| E1a, E1b, E1c: | Adjacent to multiple-family residence at intersection (E1a) and midblock (E1b, E1c); E1a is the same location as M2 |
| E1d, E1e, E1f: | Adjacent to condominium building under construction at intersection (E1d) and midblock (E1e, E1f) |

RECEPTOR LOCATION E1 – ORANGE GROVE & GREEN

BARTON-ASCHMAN ASSOCIATES, INC.

FIGURE 6-2


GRAND AVENUE
DEL ROSA STREET
ORANGE GROVE
19'
31'
E2c
10'
E2b
10'
E2a
72'
102'
272'
38'

E2a: Adjacent to multiple-family residence at intersection

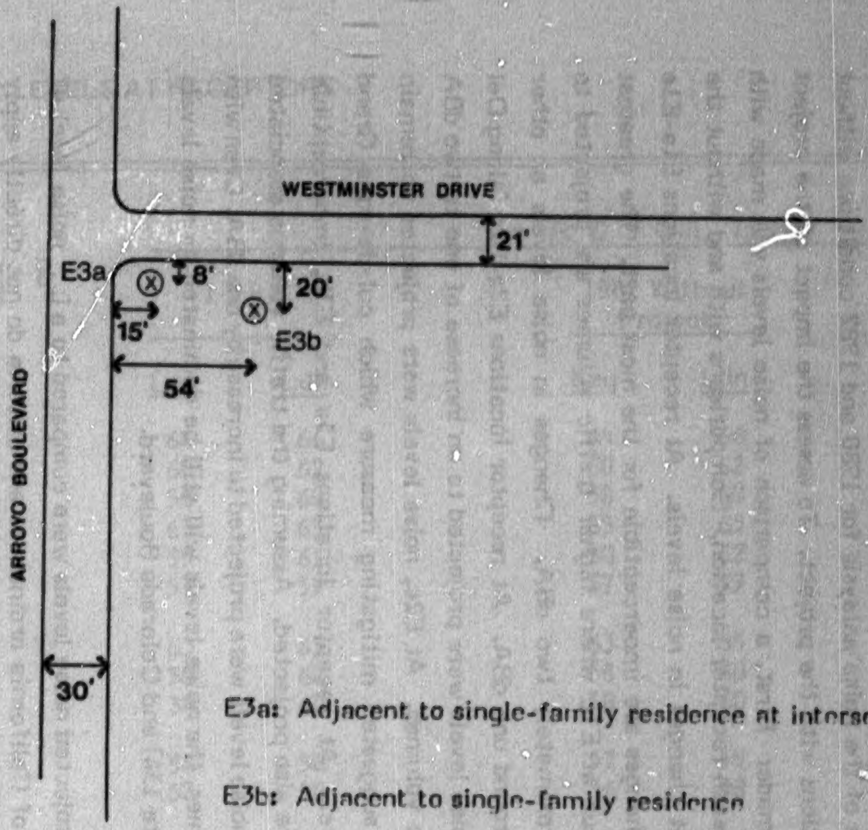
E2b: Adjacent to single family residence midblock

E2c: Adjacent to single-family residence at intersection; same location as M3

RECEPTOR LOCATION E2 - DEL ROSA at ORANGE GROVE &GRAND

BARTON-ASCHMAN ASSOCIATES, INC.

FIGURE 6-3


WESTMINSTER DRIVE
ARROYO BOULEVARD
21'
E3a
8'
20'
15'
E3b
54'
30'

E3a: Adjacent to single-family residence at intersection; same location as M5

E3b: Adjacent to single-family residence

## RECEPTOR LOCATION E3 - ARROYO & WESTMINSTER

BARTON-ASCHMAN ASSOCIATES, INC.

FIGURE 6-4

It should be noted that worst case alternative was assumed in estimating the noise levels. Therefore, noise levels at receptor locations E1 and E2 assume traffic volumes associated with Alternatives 1 to 3 and noise levels at E3 assume traffic volumes associated with Alternative 4 to 6. The alternatives are described in the chapter on parking. It should also be noted that for most outdoor activity a change in noise levels of less than one dBA is imperceptible and that a change of three dBA is the threshold of noticeable change.

Table 6-4 shows the results of the noise anlaysis for 1980 and 1982 conditions without the project and 1982 conditions with the project. To assess the impact of the project several comparisons were made: First, a comparison of noise levels was made with and without the project at each receptor location. Comparisons with and without the project showed insignificant changes in noise levels. At receptor locations E1a-E1e (along Green Street), the changes are imperceptible for the most part. The greatest change is projected to occur at E1c where higher traffic volumes are projected to cause an increase of approximately two dBA. Changes in noise levels at other receptors were projected around one dBA. At receptor locations E2a-E2c (along Del Rosa Drive), E2a and E2b noise levels were projected to an increase of one to two dBA as a result of higher traffic volumes. At E2c, noise levels were projected to remain the same because of the suggested mitigating measure which cul-de-sacs Grand Avenue at Del Rosa Drive. At receptor locations E3a and E3b, imperceptible increases in noise levels were also projected. Assuming the traffic volumes associated with Alternative 4 to 6, the noise levels were projected to increase by one dBA. Even with project-related traffic volumes, the noise levels will still be dominated by noise levels from Ventura Freeway (Route 134) and Colorado Boulevard.

Secondly, the existing and projected noise levels were compared to a $L_{dn}$ noise level of 60 dBA. Though the State of California ordinances and criteria do not directly apply to the proposed project nor are they enforceable relative to the proposed project, they do provide a basis for identifying areas of potential noise problems and, therefore, possible impacts at the proposed project. As indicated in Table 6-4, at the 11 sites analyzed, five currently experience noise levels ($L_{dn}$) in excess of 60 dBA.

Table 6-4

## ESTIMATED NOISE LEVELS AT RECEPTORS

|  | RESULTS |  |  |  |  |  |
|---|---|---|---|---|---|---|
|  | 1980 |  | 1982 Without Project |  | 1982 With Project |  |
| RECEPTOR | Leq | Ldn | Leq | Ldn | Leq | Ldn |
| E1a | 64 | 66 | 64 | 66 | 66 | 68 |
| E1b | 60 | 62 | 60 | 62 | 61 | 63 |
| E1c | 58 | 60 | 58 | 60 | 60 | 62 |
| E1d | 63 | 65 | 63 | 65 | 64 | 66 |
| E1e | 59 | 61 | 60 | 62 | 61 | 63 |
| E1f | 57 | 59 | 57 | 59 | 58 | 60 |
| E2a | 63 | 65 | 63 | 65 | 64 | 66 |
| E2b | 58 | 60 | 56 | 60 | 60 | 62 |
| E2c | 58 | 60 | 58 | 60 | 58 | 60 |
| E3a | 56 | 58 | 57 | 59 | 58 | 60 |
| E3b | 56 | 58 | 56 | 58 | 57 | 59 |

(1) 2 dBA added to Leq to determine Ldn based on NCHRP Report No. 174, Highway Noise, a Design Guide for Prediction and Control, 1967.

(2) Background noise from Ventura Fwy. (Route 134) and Colorado Boulevard (estimated from monitoring data at 56 dBA) dominates estimated noise levels. Local traffic noise along adjacent streets was estimated at 43.2 dBA in 1980, 43.6 dBA in 1982 without project, 46.8 dBA in 1982 with project.

Note: Project-related noise at receptors E1 and E2 assume traffic volumes associated with alternatives 2 and 3. At E3, project-related noise assumes traffic volumes associated with alternative 1 (see chapter on Traffic for description).

Source: Barton-Aschman Associates, Inc.

As one would anticipate the locations nearest Orange Grove Boulevard are the noisiest. While without the project the noise levels will increase slightly over time, no additional sites will exceed 60 dBA. Under the build condition, two additional sites (E1c and E2b) will experience levels in excess of 60 dBA. Both sites are currently at 60 dBA and with the project will increase by two dBA.

In conclusion, the proposed project will cause a very minor (almost imperceptible) increase in traffic noise along the streets used for site access. A few homes along Green Street and Del Rosa Drive currently at 60 dBA $L_{dn}$ (represented by receptors E1c and E2b) will experience levels of 62 dBA. Other sites along the major arterials currently are above 60 dBA and will continue so regardless of the project.

## REFERENCES

1. City of Pasadena, 1973. "Ordinance No. 5118, An Ordinance of the City of Pasadena Prohibiting Emission or Creation of Noise Beyond Certain Levels." July, 1973.

2. City of Pasadena, 1975. Noise Element of the General Plan. , Adopted September, 1975.

3. Federal Highway Administration, 1973. Highway Noise, FHWA Highway Traffic Noise Prediction Model. U.S. Department of Transportation.

4. Gilbert, John, 1980, Office of Noise Control, State of California. Personal communication, July, 1980.

5. Miera, Richard, 1980, Department of Housing and Community Development, City of Pasadena. Personal Communication, June, 1980.

6. National Cooperative Highway Research Program, 1976. Highway Noise, A Design Guide for Prediction and Control, Report No. 174.

7. State of California, 1974. "California Noise Insulation Standards," California Administrative Code, Title 25, Chapter 1, Subchapter 1. Adopted February, 1974.

8. State of California, 1975. "California Noise Planning in Land Use Act" Chapter 1632, Laws of 1971, Approved as Amended, September, 1975.

9. U.S. EPA, 1974. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with An Adequate Margin of Safety. Publication No. 550/9-74-004. March, 1974.

## 7. RESPONSE TO PUBLIC COMMENTS

The General Services Administration received a number of comments from citizens in the neighborhoods adjacent to the proposed project. Each one of these concerns is listed below and a brief response to that concern is summarized.

1. Possibility of prohibiting all street parking to building employees and patrons.

The key to minimizing the on-street parking impacts within the residential neighborhoods is, of course, to provide a sufficient number of well-located parking spaces on site. The parking demand estimates indicate that if 360-380 parking spaces are provided on site, the demand can be met within these spaces and overflow parking onto residential streets should not be a problem. Therefore, prohibiting all street parking to building employees and patrons should not be necessary.

2. Use of special street parking permits with strict punishment of offenders.

A residential permit parking system could be implemented which allows local residents to place a special sticker on their car window and park along the residential streets.

Vehicles without these stickers would be prohibited from parking on the street or severely limited in terms of parking time restrictions.

This residential permit parking system is a very expensive and cumbersome system to administer and enforce. Therefore, it is recommended that such a system not be undertaken until the adequacy of the parking can be evaluated upon full building occupancy.

3. Possibility of a two-level garage structure on the current lot at Del Rosa and Grand.

A parking structure on the Del Rosa/Grand Lot has been included in the analysis of parking alternatives.

4. Utilization of a parking lot off Arroyo Drive with an elevator/escalator or bus service up the hill to the building.

Parking along Arroyo Boulevard with an elevator/escalator to the top of the hill has been included in the evaluation of parking alternatives. In fact, the recommended alternatives include this suggestion.

5. Use of peripheral parking lots (outside of the neighborhood) or shuttle service to the building.

Because of the expense involved in operating the shuttle service, this alternative has not been recommended for implementation for the U.S. Court of Appeals and Federal Building.

6. Use of Armory parking through a cooperative agreement with the Army.

The recommended parking alternative assumes that an arrangement can be made with the Armory to utilize the existing parking lot located immediately north of the Armory.

7. Incentive for carpool use.

The recommended parking alternative allocates some employee parking space to the existing parking lot at Del Rosa/Grand. It is recommended that the employee spaces at this lot be assigned to carpools and vanpools, thus encouraging their use through the provision of the more favorable parking locations.

8. Possibility of prohibiting all parking on the current lot at Grand and Del Rosa.

The elimination of the Del Rosa/Grand parking lot was evaluated and is included in the alternatives tested in the parking analysis.

9. Possibility of the parking area on the northeast corner of the property.

The removal of a number of the on-site structures in the northwest corner of the property has been evaluated as a part of the parking analysis. Approximately 195 parking spaces could be provided in this area.

Although this area was evaluated for potential parking use, it is not included as parking area in the recommended parking plan.

10. Impact of parking generated by non-federal use of the bungalows.

If the General Services Administration dedicates the bungalows to the City of Pasadena, or sells them to a private developer, any re-use of the bungalows would come under the jurisdiction of the City of Pasadena. Therefore, any intended use of these buildings would have to pass through normal City review and the off-street parking requirements imposed by the City would apply to any re-use of this site. Thus, the re-use of the bungalow area should not adversely impact the U.S. Court of Appeals and Federal Building parking or the parking within the residential areas.

11. Possibility of parking in the basement of the main building.

This possibility was found to be prohibitive from a cost standpoint due to the structural work that would have to be done on the building.

12. Traffic noise minimization through the use of landscaping and walls.

A 10-12 foot high wall already exists immediately south of the driveway along the south edge of the main building. Along the north edge of the Del Rosa/Grand Parking Lot, a block wall is now being constructed as part of the condominium under construction. Therefore, the two most sensitive areas in terms of noise intrusion have already been dealt with by sound walls. The further use of walls and landscaping will be studied in more detail during design development.

13. Limitation of traffic on Grand, Arroyo, Del Rosa, and Green.

The traffic impacts caused by the project will be mitigated in two ways:

1) The parking locations have been recommended to be split between the upper and lower elevations of the site.

2) A cul-de-sac on Grand Avenue has been recommended at the southern boundary of the site.

Closing Grand Avenue will protect the residential neighborhood south of the site not only from project traffic, but also from non-residential traffic that now uses the street as a by-pass to Orange Grove Boulevard.

The splitting of parking between the Grand Avenue and the Arroyo Boulevard locations will help to reduce the traffic levels that occur along Del Rosa, Grand, and Green Street.

14. Consideration of safety for children in the neighborhood.

The closing of Grand Avenue at the south end of the site will eliminate project traffic from the residential neighborhood; thus, enhancing the safety of both children and adults in the neighborhood.

15. Possibility of prohibiting access from California Terrace and Westminster Drive.

The recommended parking program does not envision any parking access points onto either California Terrace or Westminster Drive.

## 16. Decentralizing traffic or directing it through heavily travelled streets.

The splitting of the parking areas between the upper and lower elevations of the site will decentralize traffic so that it approaches the site on both Arroyo Boulevard and Orange Grove Boulevard. The closing of Grand Avenue at the south boundary of the site will remove Grand Avenue as a major approach route to the site. Therefore, Orange Grove Boulevard will be used for site traffic.

## 17. Reduction of rush hour congestion with the use of staggered work hours.

The use of staggered work hours and/or flexible hours are techniques that have proven successful in reducing the peak hour impacts of major developments. In the case of the traffic analysis presented in this report, work hour staggering was not assumed in order to investigate the worst possible impacts of the proposed project. Even under this assumption, the roadway system that has been recommended can accommodate the projected traffic levels. Obviously, any reduction in traffic during the afternoon peak hour would serve as a further mitigation of even the minor traffic impacts that have been identified.

## 18. The relation of parking to bungalows destroyed or preserved.

The recommended parking program does not envision the necessity to remove any of the on-site bungalows.

# APPENDICES

APPENDIX A - CAPACITY ANALYSIS

APPENDIX B - SURFACE PARKING LOT CO CONCENTRATION CALCULATIONS

APPENDIX C - INTERSECTION ANALYSES: COERP & HIWAY CALCULATIONS

APPENDIX D - NOISE MONITORING EQUIPMENT

APPENDIX E - LETTER RESULTING FROM MEETING WITH CITY TRAFFIC ENGINEER

# APPENDIX A - CAPACITY ANALYSIS

```
BARTON-              SIGNALIZED   INTERSECTION             +------------------+
ASCHMAN                                                    !   N              !
ASSOCIATES    C A P A C I T Y   A N A L Y S I S            ! R I L            !
                                                           ! T H T        RT  !
VISTA DEL ARROYO                                           !              TH E!
INT - 1   ORANGE GROVE & COLORADO                          ! LT    .N.    LT  !
1982 TOTAL TRAFFIC ASSIGNMENTS(ALTERNATES II & III         !W TH              !
                                                           ! RT        L T R  !
BASIC CONDITIONS :                                         !           T H T  !
  METRO POPLTN 5000000   POOREST APPROACH LEVEL  B         !             S    !
  METRO LOCATN  OUTLNG   DEGREE OF SATURATION 0.59         +------------------+

SEQUENCE   37
-----------------------------------------------
!  PHASE 1  !  PHASE 2  !  PHASE 3  !  PHASE 4  !
-----------------------------------------------
!          ! + * +     !        A  !           !
!          ! + * +     !     ++++!           !
!          !<+ * +>    !    <****!           !
!          !   V       !     ++++!    A      !
!      A   !       A   !      V    !++++      !
!   <* + +>!       + +>!           !****>     !
!++++ * + + !       + + !           !++++      !
!   V * + + !       + + !           !    V     !
-----------------------------------------------
! G/C=0.271 ! G/C=0.197 ! G/C=0.194 ! G/C=0.138 !
! G=16.27 S ! G=11.82 S ! G=11.61 S ! G= 8.29 S !
! Y=3.0 SEC ! Y=3.0 SEC ! Y=3.0 SEC ! Y=3.0 SEC !
-----------------------------------------------
C= 60 SEC   G= 48.0 SEC = 80.0%  Y=12.0 SEC = 20.0%  PED= 0.0 SEC =  0.0%

--------------------------------------------------------------------------
!        ! WDTH ! CNT !     G/C       ! SRVC VOLUME !      ! L ! MAXIMUM  !
! MOVMNT ! /LNS ! REF ! REQD   USED ! C (VPH) E  !  DHV ! S !  QUEUE   !
--------------------------------------------------------------------------
APPROACH N   PHF=0.90  TK=  5%  RT= 23.4%  LT= 11.7%  NO BUS STOP
==========================================================================
!  RT    ! 17/1+! 17B ! 0.11 ! 0.20 !  301 !  392 !  170 ! A ! 117 FEET !
!  TH    ! 25/2 !  4  ! 0.16 ! 0.20 !  569 !  682 !  470 !*A ! 161 FEET !
!  LT    ! 12/1 ! 17B ! 0.00 ! 0.20 !   96 !  125 !   85 ! B !  58 FEET !
--------------------------------------------------------------------------

APPROACH E   PHF=0.90  TK=  5%  RT= 28.0%  LT= 22.0%  NR BUS STOP W/O PKG
==========================================================================
!  TH+RT! 29/2 !  4  ! 0.16 ! 0.19 !  624 !  750 !  515 !*A ! 178 FEET !
!  LT    ! 12/1 ! 18A ! 0.15 ! 0.19 !  186 !  242 !  145 ! A ! 100 FEET !
--------------------------------------------------------------------------

APPROACH S   PHF=0.90  TK=  5%  RT=  4.9%  LT= 20.9%  NO BUS STOP
==========================================================================
!  TH+RT! 24/2 !  4  ! 0.30 ! 0.52 ! 1426 ! 1708 !  815 ! A ! 168 FEET !
!  LT    ! 12/1 ! 18A ! 0.22 ! 0.27 !  260 !  336 !  215 !*A ! 134 FEET !
--------------------------------------------------------------------------

APPROACH W   PHF=0.90  TK=  5%  RT= 40.8%  LT= 16.8%  FR BUS STOP W/O PKG
==========================================================================
!  RT    ! 10/1 ! 18A ! 0.32 ! 0.46 !  367 !  478 !  255 ! A ! 118 FEET !
!  TH    ! 20/2 !  4  ! 0.11 ! 0.14 !  321 !  385 !  265 !*A !  98 FEET !
!  LT    ! 12/1 ! 18A ! 0.11 ! 0.14 !  133 !  172 !  105 ! A !  77 FEET !
--------------------------------------------------------------------------
```

```
BARTON-            SIGNALIZED   INTERSECTION     +-----------------+
ASCHMAN                                          !    N            !
ASSOCIATES    C A P A C I T Y   A N A L Y S I S  !  R T L          !
                                                 !  T H T      RT  !
VISTA DEL ARROYO                                 !        .    TH E!
INT - 2   ORANGE GROVE & GREEN                   !  LT   .N.   LT  !
1982 TOTAL TRAFFIC ASSIGNMENTS (ALTERNATES II & II !W TH           !
                                                 !  RT      L T R  !
BASIC CONDITIONS :                               !          T H T  !
  METRO POPLTN 5000000   POOREST APPROACH LEVEL  C+  !            S    !
  METRO LOCATN  OUTLNG   DEGREE OF SATURATION 0.58 +-----------------+

SEQUENCE  21
-------------------------------------
!  PHASE 1  !  PHASE 2  !  PHASE 3  !
-------------------------------------
! + + *     ! + +       !       A   !
! + + *     ! + +       !       ++++!
!<+ + *>    !<+ +       !      <++++!
!   V       !   V       !   A   ++++!
!           !       A   !****   V   !
!           !       * +>!++++>      !
!           !       * + !++++       !
!           !       * + !   V       !
-------------------------------------
! G/C=0.215 ! G/C=0.371 ! G/C=0.264 !
! G=12.89 S ! G=22.29 S ! G=15.82 S !
! Y=3.0 SEC ! Y=3.0 SEC ! Y=3.0 SEC !
-------------------------------------
C= 60 SEC   G= 51.0 SEC = 85.0%  Y= 9.0 SEC = 15.0%  PED= 0.0 SEC =  0.0%

--------------------------------------------------------------------------
!        ! WDTH !  CNT !     G/C     ! SRVC VOLUME !      ! L ! MAXIMUM  !
! MOVMNT ! /LNS ! REF  ! REQD   USED ! C (VPH) E   !  DHV ! S !  QUEUE   !
--------------------------------------------------------------------------

APPROACH N   PHF=0.90  TK=  5%  RT= 12.1%  LT= 18.4%  NO BUS STOP
==========================================================================
!   TH+RT! 27/2 !  4   ! 0.24 ! 0.64 ! 1914 ! 2298 !  710 ! A ! 110 FEET !
!   LT   ! 10/1 ! 18A  ! 0.20 ! 0.21 !  172 !  223 !  160 !*C+! 107 FEET !
--------------------------------------------------------------------------

APPROACH E   PHF=0.90  TK=  5%  RT= 41.9%  LT= 41.9%  NO BUS STOP
==========================================================================
!LT+TH+RT! 22/1 !  6   ! 0.12 ! 0.26 !  331 !  371 !  155 ! A !  97 FEET !
--------------------------------------------------------------------------

APPROACH S   PHF=0.90  TK=  5%  RT= 11.8%  LT=  0.0%  NO BUS STOP
==========================================================================
!   TH+RT! 21/2 !  4   ! 0.35 ! 0.37 !  865 ! 1036 !  805 !*C+! 217 FEET !
--------------------------------------------------------------------------

APPROACH W   PHF=0.90  TK=  5%  RT=  1.6%  LT= 83.6%  NO BUS STOP
==========================================================================
!LT+TH+RT! 20/1 ! 17A  ! 0.25 ! 0.26 !  276 !  359 !  305 !*C+! 192 FEET !
--------------------------------------------------------------------------
BARTON-             SIGNALIZED   INTERSECTION                   +-----------------+
ASCHMAN                                                         !    N            !
ASSOCIATES    C A P A C I T Y   A N A L Y S I S                 !  R T L          !
                                                                !  T H T      RT  !
VISTA DEL ARROYO                                                !       ).    TH E!
INT - 3   ORANGE GROVE & DEL MAR                                !  LT    .N.  LT  !
1982 TOTAL TRAFFIC ASSIGNMENTS(ALT II & III)                    !W TH             !
                                                                !  RT       L T R !
BASIC CONDITIONS :                                              !           T H T !
  METRO POPLTN 5000000   POOREST APPROACH LEVEL  A              !             S   !
  METRO LOCATN  OUTLNG   DEGREE OF SATURATION 0.52              +-----------------+

SEQUENCE   11
-------------------------
!  PHASE 1  !  PHASE 2  !
-------------------------
!   * *     !        A  !
!   * *     !     ****!
!   * *>    !           !
!   V       !     ****!
!       A   !        V  !
!       * *>!           !
!       * * !           !
!       * * !           !
-------------------------
! G/C=0.425 ! G/C=0.475 !
! G=25.52 S ! G=28.48 S !
! Y=3.0 SEC ! Y=3.0 SEC !
-------------------------
C= 60 SEC   G= 54.0 SEC = 90.0%  Y= 6.0 SEC = 10.0%  PED= 0.0 SEC =  0.0%

-------------------------------------------------------------------------
!        ! WDTH ! LNE !     G/C      ! SRVC VOLUME !      ! L ! MAXIMUM  !
! MOVMNT ! /LNS ! REF ! REQD   USED  !  C (VPH) E  !  DHV ! S !  QUEUE   !
-------------------------------------------------------------------------

APPROACH N   PHF=0.90  TK=  5%  RT=  0.0%  LT= 7.0%  FR BUS STOP W/O PKG
=========================================================================
!LT+TH   ! 24/2 !  4  ! 0.27 ! 0.43 ! 1129 ! 1352 !  719 ! A ! 175 FEET !
-------------------------------------------------------------------------

APPROACH E   PHF=0.90  TK=  5%  RT= 37.0%  LT= 63.0%  NO BUS STOP
=========================================================================
!   RT   ! 12/1 ! 18A ! 0.16 ! 0.47 !  456 !  592 !  150 ! A !  67 FEET !
!   LT   ! 10/1 ! 18A ! 0.32 ! 0.47 !  380 !  494 !  255 !*A ! 114 FEET !
-------------------------------------------------------------------------

APPROACH S   PHF=0.90  TK=  5%  RT=  9.0%  LT=  0.0%  FR BUS STOP W/O PKG
=========================================================================
!   TH+RT! 24/2 !  4  ! 0.29 ! 0.43 ! 1154 ! 1382 !  775 !*A ! 191 FEET !
-------------------------------------------------------------------------
```

```
BARTON-             SIGNALIZED   INTERSECTION              +------------------+
ASCHMAN                                                    !    N             !
ASSOCIATES    C A P A C I T Y   A N A L Y S I S            !  R T L           !
                                                           !  T H T       RT  !
VISTA DEL ARROYO                                           !          .   TH E!
INT - 4   ORANGE GROVE & CALIFORNIA                        !  LT    .N.   LT  !
1982 TOTAL TRAFFIC ASSIGNMENTS (ALT. II & III)             !W TH              !
                                                           !  RT        L T R !
BASIC CONDITIONS :                                         !            T H T !
  METRO POPLTN 5000000   POOREST APPROACH LEVEL  F         !              S   !
  METRO LOCATN  OUTLNG   DEGREE OF SATURATION 0.82         +------------------+

SEQUENCE   11
-------------------------
!  PHASE 1  !  PHASE 2  !
-------------------------
! + + *     !        A  !
! + + *     !       ++++!
!<+ + *>    !      <++++!
!   V       !    A  ****!
!       A   !++++    V  !
!    <+ + +>!++++>      !
!     + + + !++++       !
!     + + + !    V      !
-------------------------
! G/C=0.622 ! G/C=0.278 !
! G=37.35 S ! G=16.65 S !
! Y=3.0 SEC ! Y=3.0 SEC !
-------------------------
C= 60 SEC   G= 54.0 SEC = 90.0%  Y= 6.0 SEC = 10.0%  PED= 0.0 SEC =  0.0%

-----------------------------------------------------------------------------
!        ! WDTH ! CHI !      G/C       ! SRVC VOLUME !       ! L ! MAXIMUM  !
! MOVMNT ! /LNS ! REF ! REQD    USED ! C (VPH) E  !   DHV ! S !  QUEUE   !
-----------------------------------------------------------------------------

APPROACH N   PHF=0.90  TK=  5%  RT=  8.6%  LT= 14.9%  NO BUS STOP
=============================================================================
!LT+TH+RT! 23/2 ! 17B ! 0.70 ! 0.62 !   96 !  125 !  875 !*F ! 141 FEET !
-----------------------------------------------------------------------------

APPROACH E   PHF=0.90  TK=  5%  RT= 15.2%  LT= 35.9%  NR BUS STOP W/O PKG
=============================================================================
!LT+TH+RT! 25/2 ! 17A ! 0.34 ! 0.28 !   99 !  128 !  460 !*F ! 142 FEET !
-----------------------------------------------------------------------------

APPROACH S   PHF=0.90  TK=  5%  RT= 26.0%  LT=  3.1%  NO BUS STOP
=============================================================================
!LT+TH+RT! 24/2 !  4  ! 0.40 ! 0.62 ! 1500 ! 1796 !  960 ! A ! 155 FEET !
-----------------------------------------------------------------------------

APPROACH W   PHF=0.90  TK=  5%  RT= 15.5%  LT=  8.6%  FR BUS STOP W/O PKG
=============================================================================
!LT+TH+RT! 25/1 !  4  ! 0.11 ! 0.28 !  710 !  851 !  290 ! A ! 179 FEET !
-----------------------------------------------------------------------------
```

```
BARTON-              SIGNALIZED   INTERSECTION                +-----------------+
ASCHMAN                                                       !   N             !
ASSOCIATES    C A P A C I T Y   A N A L Y S I S               ! R T L           !
                                                              ! T H T       RT  !
VISTA DEL ARROYO                                              !      .      TH E!
INT _ 5  GRAND & DEL ROSA                                     ! LT    ,N.   LT  !
1982 TOTAL WITH PKG LOT ON THE SITE (ALT II & III)            !W TH             !
                                                              ! RT        L T R !
BASIC CONDITIONS :                                            !           T H T !
  METRO POPLTN 5000000   POOREST APPROACH LEVEL  A            !             S   !
  METRO LOCATN  OUTLNG   DEGREE OF SATURATION 0.14            +-----------------+

SEQUENCE   11
--------------------------
!  PHASE 1  !  PHASE 2   !
--------------------------
!    * +     !        A   !
!    * +     !        ++++!
FROM -1&$5PLEASE LOGOFF  IT IS TIME FOR WEEKLY BACK-UP

!    * +>    !            !
!    V       !        ++++!
!        A   !        V   !
!        + +>!            !
!        + + !            !
!        + + !            !
--------------------------
! G/C=0.477 ! G/C=0.423 !
! G=28.63 S ! G=25.37 S !
! Y=3.0 SEC ! Y=3.0 SEC !
--------------------------
C= 60 SEC   G= 54.0 SEC = 90.0%  Y= 6.0 SEC = 10.0%  PED= 0.0 SEC =  0.0%

------------------------------------------------------------------------------
!         ! WDTH ! CNT !      G/C       ! SRVC VOLUME !       ! L ! MAXIMUM  !
! MOVMNT  ! /LNS ! REF ! REQD   USED    !  C (VPH) E  !  DHV  ! S !  QUEUE   !
------------------------------------------------------------------------------

APPROACH N   PHF=0.90  TK=  5%  RT=  0.0%  LT=  2.6%  NO BUS STOP
==============================================================================
!LT+TH    ! 19/1 !  6  ! 0.09 ! 0.48 !  990 ! 1091 !  195 !*A !  87 FEET !
------------------------------------------------------------------------------

APPROACH E   PHF=0.90  TK=  5%  RT= 75.0%  LT= 25.0%  NR BUS STOP W/O PKG
==============================================================================
!LT+TH+RT! 10/1 !  4  ! 0.03 ! 0.42 !  267 !  339 !   20 !*A !  25 FEET !
------------------------------------------------------------------------------

APPROACH S   PHF=0.90  TK=  5%  RT=  5.0%  LT=  0.0%  NO BUS STOP
==============================================================================
!   TH+RT! 19/1 !  6  ! 0.05 ! 0.48 !  959 ! 1057 !  100 ! A !  44 FEET !
------------------------------------------------------------------------------
```

```
BARTON-            SIGNALIZED  INTERSECTION
ASCHMAN                                                  +-------------------+
ASSOCIATES     C A P A C I T Y   A N A L Y S I S        !    N              !
                                                         !  R T L            !
VISTA DEL ARROYO                                         !  T H T      RT    !
INT   5  GRAND & DEL ROSA                                !          .   TH E!
1982 TOTAL WITH PKG LOT ON DEL ROSA (ALT. II & III       !  LT     .N.   LT  !
                                                         !W TH               !
BASIC CONDITIONS :                                       !  RT        L T R  !
  METRO POPLTN 5000000   POOREST APPROACH LEVEL  A       !            T H T  !
  METRO LOCATN  OUTLNG   DEGREE OF SATURATION 0.17       !              S    !
                                                         +-------------------+
SEQUENCE   11
---------------------------
!  PHASE 1  !  PHASE 2  !
---------------------------
!   * +     !         A  !
!   * +     !        ++++!
!   * +>    !            !
!   V       !        ++++!
!       A   !        V   !
!       + +>!            !
!       + + !            !
!       + + !            !
---------------------------
! G/C=0.321 ! G/C=0.579 !
! G=19.28 S ! G=34.72 S !
! Y=3.0 SEC ! Y=3.0 SEC !
---------------------------
C= 60 SEC   G= 54.0 SEC = 90.0%  Y= 6.0 SEC = 10.0%  PED= 0.0 SEC =  0.0%

------------------------------------------------------------------------------
!        ! WDTH ! CNT !     G/C       ! SRVC VOLUME !       ! L ! MAXIMUM  !
! MOVMNT ! /LNS ! REF ! REQD   USED ! C (VPH) E  !  DMV ! S !  QUEUE   !
------------------------------------------------------------------------------

APPROACH N   PHF=0.90  TK=  5%  RT=  0.0%  LT=  5.9%  NO BUS STOP
==============================================================================
!LT+TH   ! 19/1 !  6  ! 0.04 ! 0.32 !  610 !  672 !   85 !*A !  49 FEET !
------------------------------------------------------------------------------

APPROACH E   PHF=0.90  TK=  5%  RT=  4.2%  LT= 95.8%  NR BUS STOP W/O PKG
==============================================================================
!LT+TH+RT! 10/1 !  4  ! 0.15 ! 0.58 !  463 !  588 !  120 !*A !  43 FEET !
------------------------------------------------------------------------------

APPROACH S   PHF=0.90  TK=  5%  RT= 25.0%  LT=  0.0%  NO BUS STOP
==============================================================================
!   TH+RT! 19/1 !  6  ! 0.06 ! 0.32 !  514 !  567 !  100 ! A !  58 FEET !
------------------------------------------------------------------------------
```

```
BARTON-            SIGNALIZED  INTERSECTION                 +-----------------+
ASCHMAN                                                     !   N             !
ASSOCIATES    C A P A C I T Y   A N A L Y S I S             ! R T L           !
                                                            ! T H T       RT  !
VISTA DEL ARROYO                                            !        .    TH E!
INT - 6  GRAND & GREEN`                                     !  LT   .N.   LT  !
1982 TOTAL TRAFFIC ASSIGNMENTS (ALT.II & III)               !W TH             !
                                                            ! RT        L T R !
BASIC CONDITIONS :                                          !           T H T !
  METRO POPLTN 5000000   POOREST APPROACH LEVEL  A          !             S   !
  METRO LOCATN  OUTLNG   DEGREE OF SATURATION 0.25          +-----------------+

SEQUENCE   11
-------------------------
! PHASE 1  !  PHASE 2  !
-------------------------
!   + +      !       A   !
!   + +      !      ++++!
!   + +>     !      ++++!
!   V        !      ++++!
!      A     !       V   !
!      * +>!             !
!      * + !             !
!      * + !             !
-------------------------
! G/C=0.622 ! G/C=0.278 !
! G=37.29 S ! G=16.71 S !
! Y=3.0 SEC ! Y=3.0 SEC !
-------------------------
C= 60 SEC   G= 54.0 SEC = 90.0%  Y= 6.0 SEC = 10.0%  PED= 0.0 SEC =  0.0%

--------------------------------------------------------------------------
!        ! WDTH ! CRT !      G/C      ! SRVC VOLUME !       ! L ! MAXIMUM  !
! MOVMNT ! /LNS ! REF ! REQD    USED ! C (VPH) E  !  DHV ! S !  QUEUE   !
--------------------------------------------------------------------------
APPROACH N   PHF=0.90  TK=  5%  RT=  0.0%  LT= 50.0%  NO BUS STOP
==========================================================================
!LT+TH   ! 19/1 !  6  ! 0.01 ! 0.62 !  841 !  927 !   10 ! A !  25 FEET !
--------------------------------------------------------------------------
APPROACH E   PHF=0.90  TK=  5%  RT=  3.8%  LT= 96.2%  NR BUS STOP  W/ PKG
==========================================================================
!LT+TH+RT! 20/1 !  6  ! 0.07 ! 0.28 !  508 !  559 !  130 !*A !  80 FEET !
--------------------------------------------------------------------------
APPROACH S   PHF=0.90  TK=  5%  RT= 98.3%  LT=  0.0%  NO BUS STOP
==========================================================================
!   TH+RT! 19/1 !  6  ! 0.19 ! 0.62 !  969 ! 1068 !  290 !*A !  94 FEET !
--------------------------------------------------------------------------
```

```
BARTON-              SIGNALIZED  INTERSECTION               +-------------------+
ASCHMAN                                                     !   N               !
ASSOCIATES    C A P A C I T Y   A N A L Y S I S             ! R T L             !
                                                            ! T H T        RT   !
VISTA DEL ARROYO                                            !         .    TH E!
INT - 4   ORANGE GROVE & CALIFORNIA                         ! LT     .N.   LT   !
1982 TOTAL TRAFFIC ASSIGNMENTS ( ALT. 1)                    !W TH               !
                                                            ! RT         L T R  !
BASIC CONDITIONS :                                          !            T H T  !
  METRO POPLTN 5000000   POOREST APPROACH LEVEL  F          !              S    !
  METRO LOCATN  OUTLNG   DEGREE OF SATURATION 0.82          +-------------------+

SEQUENCE  11
-------------------------
!  PHASE 1  !  PHASE 2  !
-------------------------
! + + *     !       A   !
! + + *     !       ****!
!<+ + *>    !      <++++!
!   V       !   A   ****!
!       A   !++++   V   !
!    <+ + +>!++++>      !
!     + + + !++++       !
!     + + + !   V       !
-------------------------
! G/C=0.614 ! G/C=0.286 !
! G=36.87 S ! G=17.13 S !
! Y=3.0 SEC ! Y=3.0 SEC !
-------------------------
C= 60 SEC   G= 54.0 SEC = 90.0%  Y= 6.0 SEC = 10.0%  PED= 0.0 SEC =  0.0%

------------------------------------------------------------------------------
!        ! WDTH ! CRT !     G/C      ! SRVC VOLUME !       ! L ! MAXIMUM   !
! MOVMNT ! /LNS ! REF ! REQD   USED ! C (VPH) E   !  DHV ! S !  QUEUE    !
------------------------------------------------------------------------------

APPROACH N   PHF=0.90  TK=  5%  RT=  8.6%  LT= 14.9%  NO BUS STOP
==============================================================================
!LT+TH+RT! 23/2 ! 17B ! 0.70 ! 0.61 !    96 !  125 !  875 !*F ! 144 FEET !
------------------------------------------------------------------------------

APPROACH E   PHF=0.90  TK=  5%  RT= 15.2%  LT= 35.9%  NR BUS STOP W/O PKG
==============================================================================
!LT+TH+RT! 25/2 ! 17A ! 0.34 ! 0.29 !    98 !  127 !  460 !*F ! 141 FEET !
------------------------------------------------------------------------------

APPROACH S   PHF=0.90  TK=  5%  RT= 26.0%  LT=  4.2%  NO BUS STOP
==============================================================================
!LT+TH+RT! 24/2 !  4  ! 0.40 ! 0.61 ! 1467 ! 1757 !  960 ! A ! 158 FEET !
------------------------------------------------------------------------------

APPROACH W   PHF=0.90  TK=  5%  RT= 13.6%  LT=  8.5%  FR BUS STOP W/O PKG
==============================================================================
!LT+TH+RT! 25/1 !  4  ! 0.11 ! 0.29 !  736 !  881 !  295 ! A ! 180 FEET !
------------------------------------------------------------------------------
```

```
BARTON-           SIGNALIZED   INTERSECTION                +-----------------+
ASCHMAN                                                    !   N             !
ASSOCIATES     C A P A C I T Y   A N A L Y S I S           ! R T L           !
                                                           ! T H T      RT   !
VISTA DEL ARROYO                                           !      .  .  TH E !
ENTRANCE/EXIT OF PARKING LOT AT ARROYO BLVD.               ! LT   .N.   LT   !
1982 TOTAL TRAFFIC ASSIGNMENTS (ALT.1)                     !W TH             !
                                                           ! RT      L T R   !
BASIC CONDITIONS :                                         !         T H T   !
  METRO POPLTN 5000000   POOREST APPROACH LEVEL  A         !           S     !
  METRO LOCATN  OUTLNG   DEGREE OF SATURATION 0.40         +-----------------+

SEQUENCE   11
-------------------------
!  PHASE 1  !  PHASE 2  !
-------------------------
!   * +     !       A   !
!   * +     !      ++++ !
!   * +>    !           !
!   V       !      ++++ !
!       A   !      V    !
!       + +>!           !
!       + + !           !
!       + + !           !
-------------------------
! G/C=0.143 ! G/C=0.757 !
! G= 8.60 S ! G=45.40 S !
! Y=3.0 SEC ! Y=3.0 SEC !
-------------------------
C= 60 SEC   G= 54.0 SEC = 90.0%  Y= 6.0 SEC = 10.0%  PED= 0.0 SEC =  0.0%

-------------------------------------------------------------------------
!        ! WDTH ! CNT !      G/C      ! SRVC VOLUME !      ! L ! MAXIMUM  !
! MOVMNT ! /LNS ! REF ! REQD    USED  !  C (VPH) E  !  DHV ! S !  QUEUE   !
-------------------------------------------------------------------------

APPROACH N   PHF=0.90  TK=  5%  RT=  0.0%  LT= 42.9%  NO BUS STOP
=========================================================================
!LT+TH   ! 15/1 !  4  ! 0.05 ! 0.14 !  204 !  247 !   70 !*A !  51 FEET !
-------------------------------------------------------------------------

APPROACH E   PHF=0.90  TK=  5%  RT= 63.6%  LT= 36.4%  NO BUS STOP
=========================================================================
!LT+TH+RT! 10/1 !  4  ! 0.44 ! 0.76 !  473 !  601 !  275 !*A !  57 FEET !
-------------------------------------------------------------------------

APPROACH S   PHF=0.90  TK=  5%  RT= 22.2%  LT=  0.0%  NO BUS STOP
=========================================================================
!   TH+RT! 15/1 !  4  ! 0.05 ! 0.14 !  245 !  298 !   90 ! A !  66 FEET !
-------------------------------------------------------------------------
```

# APPENDIX B - SURFACE PARKING LOT CO CONCENTRATION CALCULATIONS

## WORKSHEET 3--AREA SOURCE EMISSIONS COMPUTATION
(see instructions following)

Project No.: 2206-07 Analyst: SLZ

Site: VISTA DEL ARROYO-- DEL ROSA LOT; 1 Entrance, 1 Exit, Both on Del Rosa Date: 6/23/80

| Step | Symbol | Input/Units | | | | |
|---|---|---|---|---|---|---|
| 1 | Brt | Base running time | | | | |
| 1.1 | | Base approach time(s) | 0 | | | |
| 1.2 | | Base entrance time(s) | 3.6 | | | |
| 1.3 | | Base movement-in time(s) | 1.66 | | | |
| 1.4 | | Base stop, base start time(s) | 5 | | | |
| 1.5 | | Base movement-out time(s) | 1.66 | | | |
| 1.6 | | Base exit time(s) | 3.6 | | | |
| 1.7 | | Base departure time(s) | 0 | | | |
| 1.8 | | Total base running time(s) | 15.52 | | | |
| 2 | A | Area of parking lot ($m^2$) | 4587 | 49950 $ft^2$ | | |
| 3 | i | Entrance approach identification | 5 | | | |
| 4 | $Ve_i$ | Entrance demand volume (vph) | 90(1) | | | |
| 5 | $Ce_i$ | Entrance approach capacities (vph) | 1000 | | | |
| 6 | i | Exit approach identification | 5 | | | |
| 7 | $Vx_i$ | Exit demand volume (vph) | 90(1) | | | |
| 8 | $Cx_i$ | Exit approach capacities (vph) | 1000 | | | |
| 9 | | Number of parking spaces occupied | 135 | | | |
| 10 | F | Emissions | .213 | | | |
| 11 | Pc | Capacity of parking lot (veh) | 150 | | | |
| 12 | Rmi | Excess movement-in time(s) | 0 | | | |
| 13 | Fet | Facility emptying time(s) | 0 | | | |
| 14 | | Excess running time | 0 | | | |
| 14.1 | $Ve_i/Ce_i$ | Entering volume-to-capacity ratio | .09 | | | |
| 14.2 | $Vx_i/Cx_i$ | Exiting volume-to-capacity ratio | .09 | | | |
| 14.3 | $Re_i$ | Excess running time entering parking lot | .356 | | | |
| 14.4 | $Rx_i$ | Excess running time exiting parking lot | .356 | | | |
| 15 | $Te_i$ | Total entering running time (s/veh) | 8.116 | | | |
| 16 | Rmo | Excess running time moving out of parking stalls (s/veh) | 0 | | | |
| 17 | $Tx_i$ | Total exiting running time (s/veh) | 8.116 | | | |
| 18 | Qa | Total emission rate from a parking lot ($g/m^2 - s$) | .0000188 | | | |
| 19 | Qa' | Area source emission rate without the emissions from internal road segment, i | .0000188 | | | |

(1) Assumes 90 % occupancy, 1.5 hr. length of stay

## WORKSHEET 6--CO AREA SOURCE DISPERSION ANALYSIS
(see instructions following)

Project No.: 2206-02 Analyst: SKZ

Site: VISTA DEL ARROYA Date: 6/24/80

DEL ROSA LOT

| Step | Symbol | Inputs/Units | Traffic Stream | | | |
|---|---|---|---|---|---|---|
| | | Basic Inputs | | | | |
| 1 | | Source ID | 460° | | | |
| 2 | SC | Stability class | D | | | |
| 3 | U | Wind speed ( $m\ s^{-1}$) | 1 | | | |
| 4 | $\sigma_{z_0}$ | Initial dispersion (m) | 5 | | | |
| 5 | $x_0$ | Virtual dispersion distance (m) | 19.9 | | | |
| 6 | $x_u$ | Actual upwind distance (m) | 107.0 | | | |
| 7 | $r_u = x_u + x_0$ | Effective upwind distance* (m) | 126.9 | | | |
| 8 | $x_d$ | Actual downwind distance (m) | 34.2 | | | |
| 9 | $r_d = x_d + x_0$ | Effective downwind distance* (m) | 54.1 | | | |
| 10 | Qa | Emission rate ($g\ m^{-2}\ s^{-1}$) | $1.88 \times 10^{-5}$ | | | |
| | | Dispersion Computation | | | | |
| 11 | $(\chi U/Qa)_u$ | Upwind normalized concentration | 20.5 | | | |
| 12 | $(\chi U/Qa)_s$ | Downwind normalized concentration | - 16.5 | - | - | - |
| 13 | $\chi U/Qa$ | Normalized CO concentration* | 4.0 | | | |
| 14 | Qa | Emission rate ($g\ m^{-2}\ s^{-1}$) | x $1.8 \times 10^{-5}$ | x | x | x |
| 15 | $\chi U$ | | $7.52 \times 10^{-5}$ | | | |
| | | Enter line 3 | ÷ 1 | ÷ | ÷ | ÷ |
| 16 | $\chi$ | CO concentration ($mg\ m^{-3}$) | $7.52 \times 10^{-5}$ | | | |
| 17 | $\chi$ | CO concentration (ppm) | $6.54 \times 10^{-5}$ | | | |

*Use Table 11 to determine $\chi u/Qs$ if $r > 500$ m and skip Steps 11 and 12.

# APPENDIX C - INTERSECTION ANALYSES: COERP & HIWAY CALCULATIONS

```
*************************************************
* BARTON-ASCHMAN LINE SOURCE EMISSION RATE PROGRAM*
*           EPA VOLUME 9 - WORKSHEET 2            *
*          ORANGE GROVE AND CALIFORNIA            *
*            1980 PM PEAK--W/O PROJECT            *
*************************************************

 PARAMETERS     UNITS          NORTH                EAST                 SOUTH                WEST
==================================================================================================
DEMAND VOLUME     VPH          820.0                415.0                890.0                195.0
FREE FLOW CAP     VPH         2696.0               2534.4               2889.0               3077.0
VOLUME/CAPACITY    %            30.4                 16.4                 30.8                  6.3
SIGNED SPEED LIM  MPH           35.0                 30.0                 35.0                 30.0
CRUISE SPEED      MPH           31.0                 26.5                 31.0                 26.8
FREE FLOW EMSNS  G/V-M        0.0131               0.0156               0.0131               0.0154
NUMBER OF LANES                  2.0                  2.0                  2.0                  1.0

MOVEMENT ID               RT    TH    LT     RT    TH    LT     RT    TH    LT     RT    TH    LT

SERVICE VOLUME   VPHG     0. 2714.    0.     0. 2534.    0.     0. 2909.    0.     0. 3103.    0.
DEMAND VOLUME     VPH     0.  820.    0.     0.  415.    0.     0.  890.    0.     0.  195.    0.
CYCLE LENGTH      SEC          90.
GREENTIME         SEC     0.   59.    0.     0.   25.    0.     0.   59.    0.     0.   25.    0.
CAPACITY LOS E    VPH     0. 1779.    0.     0.  704.    0.     0. 1907.    0.     0.  862.    0.
% VEH THAT STOP    %      0.   49.    0.     0.   86.    0.     0.   50.    0.     0.   77.    0.
# VEH THAT STOP   VEH     0.   10.    0.     0.    9.    0.     0.   11.    0.     0.    4.    0.

# VEH IN QUEUE    VEH            0.9                  1.4                  0.9                  0.3
QUEUE LENGTH    M/LANE          43.9                 41.6                 47.7                 32.4
EXCESS RUNTIME    SEC            9.4                 35.4                  9.3                 36.3
ACCEL EMISSION   G/V-M        0.0990               0.1088               0.0990               0.1080
DECEL EMISSION   G/V-M        0.0315               0.0360               0.0315               0.0357
ACCEL/DECEL EM   G/M-S        0.0147               0.0144               0.0160               0.0060
ACCL/DECL DIST     M            86.1                 62.7                 86.0                 64.2
EXCESS EM DIST  M/LANE          43.9                 41.6                 47.7                 40.0
AVG IDLING EM     G/S         0.3036               1.4581               0.3260               0.4756
AVG EXCESS EM     G/S         0.0357               0.0568               0.0357               0.0215
EE CORR FACTOR                0.7705               0.7705               0.7705               0.7705
FF CORR FACTOR                0.9100               0.8972               0.9099               0.8981
EXCESS EM RATE   G/S-M        0.0262               0.0424               0.0261               0.0160
EXCESS EM RATE   G/MILE      151508.              245436.              150993.               92701.
F FLOW EM RATE   G/S-M        0.0027               0.0016               0.0029               0.0007
F FLOW EM RATE   G/MILE       15710.                9326.               17059.                4338.
==================================================================================================
************************************************************
*                                                          *
*             US EPA HIWAY DISPERSION MODEL                *
*                                                          *
*            VISTA DEL ARROYO-ORANGE GROVE $               *
*        CALIFORNIA--1980 W/O PROJECT(W=220)               *
*                                                          *
************************************************************

                 SUMMARY OF PARAMETER VALUES
       ==============================================
          PARAMETER                        VALUE
          ---------                  ---------------
          EMISSION HEIGHT                  0.0     M
          WIND DIRECTION                 220.00   DEG
          WIND SPEED                       1.00    M/S
          STABILITY CLASS                  4
          MIXING HEIGHT                10000.00    M
          COORDINATE SCALE             0.003030 UNITS/KM
          RECEPTOR HEIGHT                  1.50    M
          RECEPTOR LOCATION
                 X (EAST)                 25.50   UNITS
                 Y (NORTH)                24.50   UNITS
          INITIAL DISPERSION               5.00    M
          PERSISTANCE FACTOR               0.60
       ==============================================

                    SUMMARY OF ANALYSIS
 ===============================================================
                     LOCATION      EMISSION RATE  CONCEN. AT RECEPTOR
 LINE SOURCE        X        Y       G/M-S         PPM    UG/M**3
                  14.30   -50.00
 NORTH FREE FLOW  14.30   100.00     0.0027        0.405    465.3
                  14.30    25.30
 NORTH EXCS FLOW  14.30    40.00     0.0262        0.000      0.0
                 -50.00    22.70
 EAST  FREE FLOW 100.00    22.70     0.0016        0.264    303.0
                  19.00    22.70
 EAST EXCSS FLOW  32.70    22.70     0.0424        6.942   7978.9
                  16.50   -50.00
 SOUTH FREE FLOW  16.50   100.00     0.0029        0.460    528.4
                  16.50    17.80
 SOUTH EXCS FLOW  16.50     2.00     0.0261        3.794   4361.1
                 -50.00    20.50
 WEST  FREE FLOW 100.00    20.50     0.0007        0.109    125.5
                  11.70    20.50
 WEST EXCSS FLOW  -1.50    20.50     0.0160        0.000      0.1

 TOTAL CONCENTRATION - UNCORRECTED                11.973  13762.3
 TOTAL CONCENTRATION - CORRECTED                   7.184   8257.4

 (TOTAL CONCENTRATION CORRECTED FOR METEORLOGICAL PERSISTANCE)
 ===============================================================
                  * BARTON-ASCHMAN LINE SOURCE EMISSION RATE PROGRAM*
                  *          SPA VOLUME -   WORKSHEET :               *
                  *        ORANGE GROVE AND CALIFORNIA                *
                  *            1982 PM PEAK--W/O PROJECT              *
                  ****************************************************

  PARAMETERS     UNITS        NORTH                EAST                 SOUTH                WEST
 =================================================================================================
 DEMAND VOLUME     VPH         870.0                440.0                945.0                205.0
 FREE FLOW CAP     VPH        2713.7               2534.4               2909.0               3103.2
 VOLUME/CAPACITY    %           32.1                 17.4                 32.5                  6.6
 SIGNED SPEED LIM  MPH          35.0                 30.0                 35.0                 30.0
 CRUISE SPEED      MPH          31.0                 26.4                 31.0                 26.8
 FREE FLOW EMSNS  G/V-M       0.0131               0.0156               0.0131               0.0154
 NUMBER OF LANES                 2.0                  2.0                  2.0                  1.0

 MOVEMENT ID               RT    TH    LT    RT    TH    LT    RT    TH    LT    RT    TH    LT

 SERVICE VOLUME   VPHG     0.  2714.   0.    0.  2534.   0.    0.  2909.   0.    0.  3103.   0.
 DEMAND VOLUME     VPH     0.   870.   0.    0.   440.   0.    0.   945.   0.    0.   205.   0.
 CYCLE LENGTH      SEC          90.
 GREENTIME         SEC     0.    59.   0.    0.    25.   0.    0.    59.   0.    0.    25.   0.
 CAPACITY LOS E    VPH     0.  1779.   0.    0.   704.   0.    0.  1907.   0.    0.   862.   0.
 % VEH THAT STOP    %      0.    51.   0.    0.    87.   0.    0.    51.   0.    0.    77.   0.
 # VEH THAT STOP   VEH     0.    11.   0.    0.    10.   0.    0.    12.   0.    0.     4.   0.

 # VEH IN QUEUE    VEH           1.0                  1.7                  1.0                  0.3
 QUEUE LENGTH    M/LANE         47.9                 45.1                 52.1                 34.2
 EXCESS RUNTIME    SEC           9.8                 36.9                  9.8                 26.4
 ACCEL EMISSION   G/V-M       0.0990               0.1089               0.0990               0.1080
 DECEL EMISSION   G/V-M       0.0315               0.0361               0.0315               0.0357
 ACCEL/DECEL EM   G/M-S       0.0160               0.0155               0.0175               0.0063
 ACCL/DECL DIST     M           85.8                 62.5                 85.7                 64.2
 EXCESS EM DIST  M/LANE         47.9                 45.1                 52.1                 40.0
 AVG IDLING EM     G/S        0.3652               1.6240               0.3934               0.5041
 AVG EXCESS EM     G/S        0.0363               0.0573               0.0363               0.0228
 EE CORR FACTOR               0.4818               0.4818               0.4818               0.4818
 FF CORR FACTOR               0.7103               0.6963               0.7102               0.6975
 EXCESS EM RATE   G/S-M       0.0163               0.0265               0.0162               0.0105
 EXCESS EM RATE   G/MILE      94562.              153616.               94073.               60766.
 F FLOW EM RATE   G/S-M       0.0023               0.0013               0.0024               0.0006
 F FLOW EM RATE   G/MILE      13039.                7683.               14170.                3543.
 =================================================================================================
**********************************************************
*                                                        *
*            US EPA HIWAY DISPERSION MODEL               *
*                                                        *
*          VISTA DEL ARROYO-ORANGE GROVE &               *
*       CALIFORNIA--1982 W/O PROJECT(W=220)              *
*                                                        *
**********************************************************

            SUMMARY OF PARAMETER VALUES
       ===========================================
         PARAMETER                         VALUE
         ---------                  ---------------
        EMISSION HEIGHT                     0.0     M
        WIND DIRECTION                    220.00   DEG
        WIND SPEED                          1.00    M/S
        STABILITY CLASS                     4
        MIXING HEIGHT                   10000.00    M
        COORDINATE SCALE                0.003030 UNITS/KM
        RECEPTOR HEIGHT                     1.50    M
        RECEPTOR LOCATION
                  X (EAST)                 25.50   UNITS
                  Y (NORTH)                27.50   UNITS
        INITIAL DISPERSION                  5.00    M
        PERSISTANCE FACTOR                  0.60
       ===========================================

                     SUMMARY OF ANALYSIS
 ================================================================
                  LOCATION     EMISSION RATE  CONCEN. AT RECEPTOR
   LINE SOURCE    X       Y       G/M-S        PPM     UG/M**3
                14.00   -50.00
 NORTH FREE FLOW  14.00  100.00    0.0023       0.342   393.6
                14.00    28.30
 NORTH EXCS FLOW  14.00   44.30    0.0163       0.000     0.0
               -50.00    25.80
 EAST  FREE FLOW 100.00   25.80    0.0013       0.215   246.8
                19.00    25.80
 EAST EXCSS FLOW  33.90   25.80    0.0265       4.348  4997.9
                16.40   -50.00
 SOUTH FREE FLOW  16.40  100.00    0.0024       0.379   436.2
                16.40    20.80
 SOUTH EXCS FLOW  16.40    3.60    0.0162       2.367  2721.1
               -50.00    23.60
 WEST  FREE FLOW 100.00   23.60    0.0006       0.094   107.8
                11.70    23.60
 WEST EXCSS FLOW  -1.50   23.60    0.0105       0.000     0.0

 TOTAL CONCENTRATION - UNCORRECTED              7.746  8903.4
 TOTAL CONCENTRATION - CORRECTED                4.648  5342.0

 (TOTAL CONCENTRATION CORRECTED FOR METEORLOGICAL PERSISTANCE)
 ================================================================
              * I    IN-A    AN        SOI   . EMI    IN R    PROI    *
              *          EPA VOLUME 9 - WORKSHEET 2                   *
              *       ORANGE GROVE AND CAL.                  1982    *
              *          PM PEAK--/W PROJECT,MITIG. MEAS.             *
              *********************************************************

 PARAMETERS      UNITS          NORTH                 EAST                 SOUTH                 WEST
=====================================================================================================
DEMAND VOLUME     VPH           980.0                460.0                960.0                215.0
FREE FLOW CAP     VPH          2713.7               2534.4               2909.0               3103.2
VOLUME/CAPACITY    %             36.1                 18.2                 33.0                  6.9
SIGNED SPEED LIM  MPH            35.0                 30.0                 35.0                 30.0
CRUISE SPEED      MPH            30.9                 26.4                 31.0                 26.8
FREE FLOW EMSNS  G/V-M         0.0132               0.0156               0.0131               0.0154
NUMBER OF LANES                   2.0                  2.0                  2.0                  1.0

MOVEMENT ID               RT     TH     LT     RT     TH     LT     RT     TH     LT     RT     TH     LT

SERVICE VOLUME   VPHG     0.  2714.     0.     0.  2534.     0.     0.  2909.     0.     0.  3103.     0.
DEMAND VOLUME     VPH     0.   980.     0.     0.   460.     0.     0.   960.     0.     0.   215.     0.
CYCLE LENGTH      SEC           90.
GREENTIME         SEC     0.    59.     0.     0.    25.     0.     0.    59.     0.     0.    25.     0.
CAPACITY LOS E    VPH     0.  1779.     0.     0.   704.     0.     0.  1907.     0.     0.   862.     0.
% VEH THAT STOP    %      0.    54.     0.     0.    88.     0.     0.    51.     0.     0.    78.     0.
# VEH THAT STOP   VEH     0.    13.     0.     0.    10.     0.     0.    12.     0.     0.     4.     0.

# VEH IN QUEUE    VEH             1.2                  1.9                  1.0                  0.3
QUEUE LENGTH    M/LANE           57.7                 48.1                 53.4                 36.0
EXCESS RUNTIME    SEC            10.8                 38.3                  9.9                 26.6
ACCEL EMISSION   G/V-M         0.0991               0.1089               0.0990               0.1080
DECEL EMISSION   G/V-M         0.0316               0.0361               0.0315               0.0357
ACCEL/DECEL EM   G/M-S         0.0192               0.0164               0.0179               0.0067
ACCL/DECL DIST     M             85.1                 62.4                 85.7                 64.1
EXCESS EM DIST  M/LANE           57.7                 48.1                 53.4                 40.0
AVG IDLING EM     G/S          0.5337               1.7728               0.4135               0.5331
AVG EXCESS EM     G/S          0.0375               0.0580               0.0365               0.0240
EE CORR FACTOR                 0.4818               0.4818               0.4818               0.4818
FF CORR FACTOR                 0.7100               0.6963               0.7102               0.6975
EXCESS EM RATE   G/S-M         0.0167               0.0267               0.0163               0.0111
EXCESS EM RATE   G/MILE        96799.              154879.               94333.               64111.
F FLOW EM RATE   G/S-M         0.0025               0.0014               0.0025               0.0006
F FLOW EM RATE   G/MILE        14760.                8038.               14404.                3717.
=====================================================================================================
*********************************************************
*                                                       *
*            US EPA HIWAY DISPERSION MODEL              *
*                                                       *
*          VISTA DEL ARROYO-ORANGE GROVE & C            *
*      AL.--1982 W/PROJECT,MITIG.(W=220)                *
*                                                       *
*********************************************************

             SUMMARY OF PARAMETER VALUES
        ==========================================
          PARAMETER                    VALUE
          ---------              ----------------
         EMISSION HEIGHT               0.0     M
         WIND DIRECTION              220.00   DEG
         WIND SPEED                    1.00    M/S
         STABILITY CLASS               4
         MIXING HEIGHT             10000.00    M
         COORDINATE SCALE        0.003030 UNITS/KM
         RECEPTOR HEIGHT               1.50    M
         RECEPTOR LOCATION
               X (EAST)               26.50   UNITS
               Y (NORTH)              26.50   UNITS
         INITIAL DISPERSION            5.00    M
         PERSISTANCE FACTOR            0.60
        ==========================================

                   SUMMARY OF ANALYSIS
==============================================================
                    LOCATION     EMISSION RATE  CONCEN. AT RECEPTOR
  LINE SOURCE      X        Y       G/M-S        PPM    UG/M**3
                 15.20   -50.00
NORTH FREE FLOW  15.20   100.00    0.0025       0.374    429.8
                 15.20    46.40
NORTH EXCS FLOW  15.20    27.50    0.0167       0.000      0.0
                -50.00    24.80
EAST  FREE FLOW 100.00    24.80    0.0014       0.231    265.7
                 35.80    24.80
EAST EXCSS FLOW  20.00    24.80    0.0267       4.377   5031.5
                 17.60   -50.00
SOUTH FREE FLOW  17.60   100.00    0.0025       0.397    456.7
                 17.60     2.30
SOUTH EXCS FLOW  17.60    20.00    0.0163       2.397   2755.7
                -50.00    22.50
WEST  FREE FLOW 100.00    22.50    0.0006       0.094    107.5
                 -0.50    22.50
WEST EXCSS FLOW  12.70    22.50    0.0111       0.000      0.1

TOTAL CONCENTRATION - UNCORRECTED               7.871   9047.1
TOTAL CONCENTRATION - CORRECTED                 4.723   5428.3

(TOTAL CONCENTRATION CORRECTED FOR METEORLOGICAL PERSISTANCE)
==============================================================
                       ************************************************************
                       * BARTON-ASCHMAN LINE SOURCE EMISSION RATE PROGRAM*
                       *            EPA VOLUME 9 - WORKSHEET 2            *
                       *        GRAND AND DEL ROSA                        *
                       *           1980  PM PEAK -- W/O PROJECT           *
                       ************************************************************

   PARAMETERS      UNITS         NORTH                EAST                 SOUTH                WEST
=========================================================================================================
 DEMAND VOLUME      VPH           80.0                10.0                 75.0                 0.0
 FREE FLOW CAP      VPH         2071.0               775.0               2148.9                 0.0
 VOLUME/CAPACITY     %             3.9                 1.3                  3.5                 0.0
 SIGNED SPEED LIM   MPH           30.0                20.0                 30.0                 0.0
 CRUISE SPEED       MPH           26.9                17.0                 26.9                 0.0
 FREE FLOW EMSNS   G/V-M        0.0154              0.0282               0.0153             0.0
 NUMBER OF LANES                   1.0                 1.0                  1.0                 0.0

 MOVEMENT ID                RT    TH     LT    RT    TH     LT    RT    TH     LT    RT    TH     LT

 SERVICE VOLUME    VPHG      0. 2071.    0.    0.  776.     0.    0. 2149.    0.    0.    0.     0.
 DEMAND VOLUME      VPH      0.   80.    0.    0.   10.     0.    0.   75.    0.    0.    0.     0.
 CYCLE LENGTH       SEC           60.
 GREENTIME          SEC      0.   27.    0.    0.   27.     0.    0.   27.    0.    0.    0.     0.
 CAPACITY LOS E     VPH      0.  932.    0.    0.  349.     0.    0.  967.    0.    0.    0.     0.
 % VEH THAT STOP     %       0.   57.    0.    0.   56.     0.    0.   57.    0.    0.    0.     0.
 # VEH THAT STOP    VEH      0.    1.    0.    0.    0.     0.    0.    1.    0.    0.    0.     0.

 # VEH IN QUEUE     VEH            0.1                 0.0                  0.1                 0.0
 QUEUE LENGTH     M/LANE           6.9                 1.0                  6.4                 0.0
 EXCESS RUNTIME     SEC            9.8                 9.5                  9.7                 0.0
 ACCEL EMISSION    G/V-M        0.1078              0.1510               0.1078             0.0
 DECEL EMISSION    G/V-M        0.0356              0.0555               0.0356             0.0
 ACCEL/DECEL EM    G/M-S        0.0018              0.0003               0.0017             0.0
 ACCL/DECL DIST      M            64.6                25.7                 64.6                 0.0
 EXCESS EM DIST   M/LANE          40.0                40.0                 40.0                 0.0
 AVG IDLING EM      G/S         0.0413              0.0071               0.0380             0.0
 AVG EXCESS EM      G/S         0.0040              0.0004               0.0037             0.0
 EE CORR FACTOR                 0.7705              0.7705               0.7705             0.0
 FF CORR FACTOR                 0.8983              0.8689               0.8984             0.0
 EXCESS EM RATE    G/S-M        0.0029              0.0003               0.0027             0.0
 EXCESS EM RATE   G/MILE        16734.               1492.               15565.                 0.
 F FLOW EM RATE    G/S-M        0.0003              0.0001               0.0003             0.0
 F FLOW EM RATE   G/MILE         1775.                395.                1664.                 0.
=========================================================================================================
**************************************************************
*                                                            *
*              US EPA HIWAY DISPERSION MODEL                 *
*                                                            *
*          VISTA DEL ARROYO-GRAND & DEL ROSA                 *
*      --1980 W/O PROJECT(W=220)                             *
*                                                            *
**************************************************************

              SUMMARY OF PARAMETER VALUES
        ==============================================
         PARAMETER                     VALUE
         ---------                -----------------
        EMISSION HEIGHT                 0.0      M
        WIND DIRECTION                220.00   DEG
        WIND SPEED                      1.00     M/S
        STABILITY CLASS                 4
        MIXING HEIGHT               10000.00     M
        COORDINATE SCALE            0.003030 UNITS/KM
        RECEPTOR HEIGHT                 1.50     M
        RECEPTOR LOCATION
                  X (EAST)              4.60   UNITS
                  Y (NORTH)            10.30   UNITS
        INITIAL DISPERSION              5.00     M
        PERSISTANCE FACTOR              0.60
        ==============================================

                SUMMARY OF ANALYSIS
=====================================================================
                   LOCATION      EMISSION RATE  CONCEN. AT RECEPTOR
  LINE SOURCE      X        Y       G/M-S        PPM      UG/M**3
                  9.50   -50.00
NORTH FREE FLOW   9.50   100.00     0.0003      0.000       0.0
                  9.50    30.00
NORTH EXCS FLOW   9.50    16.70     0.0029      0.0         0.0
                -50.00    14.70
EAST  FREE FLOW 100.00    14.70     0.0001      0.000       0.0
                 18.30    14.70
EAST EXCSS FLOW   5.10    14.70     0.0003      0.0         0.0
                  2.80   -50.00
SOUTH FREE FLOW   2.80   100.00     0.0003      0.058      66.7
                  2.80    -9.70
SOUTH EXCS FLOW   2.80    12.20     0.0027      0.524     601.9
                  0.0      0.0
WEST  FREE FLOW   0.0      0.0      0.0         0.0         0.0
                  0.0      0.0
WEST EXCSS FLOW   0.0      0.0      0.0         0.0         0.0

TOTAL CONCENTRATION - UNCORRECTED               0.582     668.6
TOTAL CONCENTRATION - CORRECTED                 0.349     401.2

(TOTAL CONCENTRATION CORRECTED FOR METEORLOGICAL PERSISTANCE)
=====================================================================
                        *        EPA VOLUME 9 - WORKSHEET 2          *
                        *       GRAND AND DEL ROSA                   *
                        *       1982 PM PEAK--W/O PROJECT            *
                        **********************************************

PARAMETERS      UNITS       NORTH             EAST              SOUTH             WEST
==========================================================================================
DEMAND VOLUME     VPH        95.0              10.0              85.0               0.0
FREE FLOW CAP     VPH      2071.1             775.6            2148.9           99999.0
VOLUME/CAPACITY   %           4.6               1.3               4.0               0.0
SIGNED SPEED LIM  MPH        30.0              20.0              30.0               0.0
CRUISE SPEED      MPH        26.9              17.0              26.9               0.0
FREE FLOW EMSNS  G/V-M      0.0154            0.0282            0.0154          0.0
NUMBER OF LANES               1.0               1.0               1.0               0.0

MOVEMENT ID               RT    TH    LT    RT    TH    LT    RT    TH    LT    RT    TH    LT

SERVICE VOLUME   VPHG     0. 2071.    0.    0.  776.    0.    0. 2149.    0.    0.    0.    0.
DEMAND VOLUME     VPH     0.   95.    0.    0.   10.    0.    0.   85.    0.    0.    0.    0.
CYCLE LENGTH      SEC          60.
GREENTIME         SEC     0.   27.    0.    0.   27.    0.    0.   27.    0.    0.    0.    0.
CAPACITY LOS E    VPH     0.  932.    0.    0.  349.    0.    0.  967.    0.    0.    0.    0.
% VEH THAT STOP    %      0.   58.    0.    0.   56.    0.    0.   57.    0.    0.    0.    0.
# VEH THAT STOP   VEH     0.    1.    0.    0.    0.    0.    0.    1.    0.    0.    0.    0.

# VEH IN QUEUE    VEH         0.1              0.0              0.1               0.0
QUEUE LENGTH     M/LANE       8.2              1.0              7.3               0.0
EXCESS RUNTIME    SEC         9.9              9.5              9.8               0.0
ACCEL EMISSION   G/V-M      0.1079           0.1510           0.1078          0.0
DECEL EMISSION   G/V-M      0.0356           0.0555           0.0356          0.0
ACCEL/DECEL EM   G/M-S      0.0022           0.0003           0.0019          0.0.
ACCL/DECL DIST     M         64.5             25.7             64.6               0.0
EXCESS EM DIST   M/LANE      40.0             40.0             40.0               0.0
AVG IDLING EM     G/S       0.0507           0.0071           0.0440          0.0
AVG EXCESS EM     G/S       0.0048           0.0004           0.0042          0.0
EE CORR FACTOR              0.4818           0.4818           0.4818          0.0
FF CORR FACTOR              0.6977           0.6644           0.6978          0.0
EXCESS EM RATE   G/S-M      0,0021           0.0002           0.0019          0.0
EXCESS EM RATE   G/MILE     12416.            902.            10965.          0.0
F FLOW EM RATE   G/S-M      0.0003           0.0001           0.0003              0.
F FLOW EM RATE   G/MILE      1639.            302.             1465.          0.0
==========================================================================================
                                                                                  0.
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*****************************************************
*                                                   *
*          US EPA HIWAY DISPERSION MODEL            *
*                                                   *
*         VISTA DEL ARROYO-GRAND & DEL ROSA         *
*     --1982 W/O PROJECT(W=220)                     *
*                                                   *
*****************************************************

              SUMMARY OF PARAMETER VALUES
       ==========================================
         PARAMETER                    VALUE
         ---------              ----------------
       EMISSION HEIGHT               0.0     M
       WIND DIRECTION              220.00   DEG
       WIND SPEED                    1.00    M/S
       STABILITY CLASS               4
       MIXING HEIGHT             10000.00    M
       COORDINATE SCALE          0.003030 UNITS/KM
       RECEPTOR HEIGHT               1.50    M
       RECEPTOR LOCATION
                X (EAST)             4.60   UNITS
                Y (NORTH)           10.30   UNITS
       INITIAL DISPERSION            5.00    M
       PERSISTANCE FACTOR            0.60
       ==========================================

                   SUMMARY OF ANALYSIS
 ==============================================================
                   LOCATION      EMISSION RATE  CONCEN. AT RECEPTOR
   LINE SOURCE    X        Y         G/M-S         PPM   UG/M**3
                 9.50   -50.00
 NORTH FREE FLOW 9.50   100.00      0.0003        0.000    0.0
                 9.50    30.00
 NORTH EXCS FLOW 9.50    16.70      0.0021        0.0      0.0
               -50.00    14.70
 EAST  FREE FLOW 100.00  14.70      0.0001        0.000    0.0
                18.30    14.70
 EAST EXCSS FLOW 5.10    14.70      0.0002        0.0      0.0
                 2.80   -50.00
 SOUTH FREE FLOW 2.80   100.00      0.0003        0.058   66.7
                 2.80    -9.70
 SOUTH EXCS FLOW 2.80    12.20      0.0019        0.369  423.6
                 0.0      0.0
 WEST  FREE FLOW 0.0      0.0       0.0           0.0      0.0
                 0.0      0.0
 WEST EXCSS FLOW 0.0      0.0       0.0           0.0      0.0

 TOTAL CONCENTRATION - UNCORRECTED                0.427  490.2
 TOTAL CONCENTRATION - CORRECTED                  0.256  294.1

 (TOTAL CONCENTRATION CORRECTED FOR METEORLOGICAL PERSISTANCE)
 ==============================================================
   *            EPA VOLUME 9 - WORKSHEET 2

                         *************************************************
                         * BARTON-ASCHMAN LINE SOURCE EMISSION RATE PROGRAM*
                         *           EPA VOLUME 9 - WORKSHEET 2           *
                         *        GRAND AND DEL ROSA                      *
                         *          1980  PM PEAK -- W/O PROJECT          *
                         *************************************************

 PARAMETERS       UNITS       NORTH                 EAST                 SOUTH                WEST
=====================================================================================================
DEMAND VOLUME      VPH         80.0                 16.0                 75.0                 0.0
FREE FLOW CAP      VPH       2071.0                775.0               2148.9                 0.0
VOLUME/CAPACITY     %           3.9                  1.3                  3.5                 0.0
SIGNED SPEED LIM   MPH         30.0                 20.0                 30.0                 0.0
CRUISE SPEED       MPH         26.9                 17.0                 26.9                 0.0
FREE FLOW EMSNS   G/V-M      0.0154               0.0282               0.0153              0.0
NUMBER OF LANES                 1.0                  1.0                  1.0                 0.0

MOVEMENT ID               RT    TH    LT    RT    TH    LT    RT    TH    LT    RT    TH    LT

SERVICE VOLUME     VPHG    0. 2071.   0.    0.   776.   0.    0. 2149.   0.    0.    0.    0.
DEMAND VOLUME      VPH     0.   80.   0.    0.    10.   0.    0.   75.   0.    0.    0.    0.
CYCLE LENGTH       SEC          60.
GREENTIME          SEC     0.   27.   0.    0.    27.   0.    0.   27.   0.    0.    0.    0.
CAPACITY LOS E     VPH     0.  932.   0.    0.   349.   0.    0.  967.   0.    0.    0.    0.
% VEH THAT STOP     %      0.   57.   0.    0.    56.   0.    0.   57.   0.    0.    0.    0.
# VEH THAT STOP    VEH     0.    1.   0.    0.     0.   0.    0.    1.   0.    0.    0.    0.

# VEH IN QUEUE     VEH          0.1                  0.0                  0.1                 0.0
QUEUE LENGTH      M/LANE        6.9                  1.0                  6.4                 0.0
EXCESS RUNTIME     SEC          9.8                  9.5                  9.7                 0.0
ACCEL EMISSION    G/V-M      0.1078               0.1510               0.1078              0.0
DECEL EMISSION    G/V-M      0.0356               0.0555               0.0356              0.0
ACCEL/DECEL EM    G/M-S      0.0018               0.0003               0.0017              0.0
ACCL/DECL DIST      M          64.6                 25.7                 64.6                 0.0
→EXCESS EM DIST   M/LANE       40.0                 40.0                 40.0                 0.0
AVG IDLING EM      G/S       0.0413               0.0071               0.0380              0.0
AVG EXCESS EM      G/S       0.0040               0.0004               0.0037              0.0
EE CORR FACTOR               0.7705               0.7705               0.7705              0.0
FF CORR FACTOR               0.8983               0.8689               0.8984              0.0
EXCESS EM RATE    G/S-M      0.0029               0.0003               0.0027              0.0
EXCESS EM RATE    G/MILE     16734.                1492.               15565.                0.
F FLOW EM RATE    G/S-M      0.0003               0.0001               0.0003              0.0
F FLOW EM RATE    G/MILE      1775.                 395.                1664.                0.
=====================================================================================================
*************************************************************
*                                                           *
*             US EPA HIWAY DISPERSION MODEL                 *
*                                                           *
*           VISTA DEL ARROYO-GRAND & DEL ROSA               *
*     --1982 W/PROJECT,MITIG.(W=60)                         *
*                                                           *
*************************************************************

               SUMMARY OF PARAMETER VALUES
      ===============================================
       PARAMETER                       VALUE
       ---------                 ----------------
      EMISSION HEIGHT                 0.0      M
      WIND DIRECTION                 60.00    DEG
      WIND SPEED                      1.00     M/S
      STABILITY CLASS                 4
      MIXING HEIGHT               10000.00     M
      COORDINATE SCALE            0.003030 UNITS/KM
      RECEPTOR HEIGHT                 1.50     M
      RECEPTOR LOCATION
              X (EAST)                4.60    UNITS
              Y (NORTH)              10.30    UNITS
      INITIAL DISPERSION              5.00     M
      PERSISTANCE FACTOR              0.60
      ===============================================

                      SUMMARY OF ANALYSIS
=================================================================
                      LOCATION     EMISSION RATE  CONCEN. AT RECEPTOR
 LINE SOURCE         X         Y       G/M-S        PPM     UG/M**3
                    0.0       0.0
NORTH FREE FLOW     0.0       0.0      0.0          0.0        0.0
                    0.0       0.0
NORTH EXCS FLOW     0.0       0.0      0.0          0.0        0.0
                    1.90     14.70
EAST  FREE FLOW   100.00     14.70     0.0174       3.902   4484.7
                    0.0       0.0
EAST EXCSS FLOW     0.0       0.0      0.0          0.0        0.0
                    1.90     14.70
SOUTH FREE FLOW     1.90    100.00     0.0174       0.000      0.0
                    0.0       0.0
SOUTH EXCS FLOW     0.0       0.0      0.0          0.0        0.0
                    0.0       0.0
WEST  FREE FLOW     0.0       0.0      0.0          0.0        0.0
                    0.0       0.0
WEST EXCSS FLOW     0.0       0.0      0.0          0.0        0.0

TOTAL CONCENTRATION - UNCORRECTED                   3.902   4484.7
TOTAL CONCENTRATION - CORRECTED                     2.341   2690.8

(TOTAL CONCENTRATION CORRECTED FOR METEORLOGICAL PERSISTANCE)
=================================================================
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# APPENDIX D - NOISE MONITORING EQUIPMENT

Noise levels were monitored with a GR 1982 Precision Sound-Level Meter and Analyzer (Type I, SN No. 0849) with a one-half inch Electret-Condenser microphone having a random incidence response (SN No. 6639). This equipment meets the most stringent noise monitoring standards.

Noise levels are displayed on a 50-dB linear scale. The instrument utilizes a four-digit display which follows the analog meter indication with a 0.1-dB resolution. A reading can be captured on the digital display at a precise instant while the analog meter continues to tract the incomimng noise level.The meter was calibrated in the field before and after each usage by GR 1562-A Sound-Level Calibrator (SN No. 21811) according to manufacturer specifications. All field measurements were made according to ANSE standard field survey methods on "A" weighting scale and fast response. The microphone with windscreen was placed on a tripod approximately five feet above ground level. Wind speed, temperature, barometric pressure, and relative humidity were also noted at the time of monitoring. The recorded noise levels were reduced manually to obtain the time distribution of noise levels.

# APPENDIX E

BARTON-ASCHMAN ASSOCIATES, INC.
180 South Lake Avenue Suite 260 Pasadena California 91101 (213) 449-3917

October 6, 1980

Mr. Rudy Freeman
Neptune and Thomas Associates
1560 West Colorado Boulevard
Pasadena, California 91105

RE: MEETING WITH DAVID BARNHART, TRAFFIC AND TRANSPORTATION ENGINEER, CITY OF PASADENA

Dear Mr. Freeman:

At the request of Peter Witmer of General Services Administration (GSA), Barton-Aschman Associates met today with David Barnhart, the Traffic and Transportation Engineer of the City of Pasadena. The purpose of our meeting was to discuss the conclusions and recommendations reached in our Parking Study and Air Quality, Noise, and Traffic Report for the U.S. Court of Appeals and Federal Building in Pasadena, California.

In general, Mr. Barnhart agreed with the conclusions and recommendations reached in the report; although, he did feel that some additional details should be added in terms of the traffic recommendation involving the closing of Grand Avenue.

The purpose of this letter, therefore, is to summarize our meeting with Mr. Barnhart and to expand upon our discussion of the likely impacts of closing Grand Avenue. Because this discussion is not contained in the body of the report itself, we would recommend that this letter be added as an Appendix to the report.

## PARKING ANALYSIS

We explained to Mr. Barnhart how we arrived at the number of spaces recommended for the site (360-380 parking spaces) and he concurred with our methodology. Mr. Barnhart felt strongly that, as a minimum, the U.S. Court of Appeals and Federal Building should meet the City's parking requirement of 2.5 spaces per thousand square feet of floor area. This is consistent with the report recommendation.

We explained to Mr. Barnhart that of all the parking alternatives reviewed, three were recommended for GSA consideration:

1. Parking split between Arroyo Boulevard and Grand Avenue with an elevator or escalator connecting the Arroyo Boulevard parking areas to the upper elevations of the site.
2. All parking along Grand Avenue with a two-story parking structure on the existing Del Rosa lot.
3. All parking spaces along Grand Avenue with a major portion of the site north of the existing main buiding being used for surface parking.

Mr. Barnhart felt that any of these three alternatives would be acceptable, as long as the elevator/escalator was included as a part of Alternative 1.

## TRAFFIC ANALYSIS

We explained our trip generation, trip distribution and traffic assignment techniques to Mr. Barnhart and, although he obviously did not have time to review these elements in great detail, he concurred with our methodology.

Our traffic recommendations were divided into two parts--arterial streets and residential improvements. In terms of the recommended improvements for arterial streets, Mr. Barnhart did not have any problems with our parking prohibitions and recommended restriping along California and along Green Street--subject to his field review of the situation.

We also recommended that Del Rosa be changed to a one-way westbound operation and, although he did not have a problem with this recommendation, he felt that its approval ought to be closely coordinated with the final parking program.

The recommendation that Grand Avenue be closed at the south boundary of the site was one that Mr. Barnhart felt deserved some additional discussion. Although he was not opposed to the closing of Grand Avenue, he did want to make sure that both GSA and the neighborhood residents understood the implications of closing the street. For example, although the residents to the south would likely see a decrease in the traffic along Grand Avenue, they should realize that there could also be disadvantages to the street closing. Residents living along Grand Avenue south of the project would no longer be able to travel north on Grand and cross or enter Orange Grove Boulevard with the help of the traffic signal at Green Street. Thus, entering and leaving the neighborhood could be more difficult with Grand Avenue closed--not only more difficult for "through" trips, but also for local residents' trips.

Again, Mr. Barnhart is not at this time opposed to the closing of Grand Avenue, but he felt the following statements and conclusions should be entered into the record:

1. Even with all of the parking located along Grand Avenue, the project will not add enough traffic to Grand Avenue to exceed the acceptable limits for a residential collector street.

2. If the parking is split between Arroyo Boulevard and Grand Avenue, the potential traffic impact along Grand Avenue is probably reduced to the point where the closure of Grand Avenue may be unecessary.

3. If Grand Avenue is proposed for closure, the residents of the area should understand both the advantages and disadvantages of the street closure.

4. If Grand Avenue is closed at the south boundary of the site, a cul-de-sac or similar area will have to be provided so that vehicles can turn around without being forced to use a driveway.

5. The ultimate decision as to whether or not to close Grand Avenue rests with the City of Pasadena. It is Mr. Barnhart's feeling that the City would not reach this decision without strong input from the local residents.

## SUMMARY

Subject to a more detailed review of the traffic and parking report, Mr. Barnhart felt that he could accept any of the three parking plans recommended for consideration. He also felt that the recommendations regarding curb parking prohibition and lane restriping seemed reasonable and appropriate. Mr. Barnhart's only concern with the traffic and parking report regarded the closing of Grand Avenue. He was not necessarily opposed to this change, but wanted to make sure that the residents in the neighborhood understood both the advantages and disadvantages of the closure and further that they had a strong voice in the final determination of whether or not to close the street.

We would be happy to respond to questions on any of the above comments or any other material in the report.

Sincerely,

BARTON-ASCHMAN ASSOCIATES

Patrick Gibson

Patrick A. Gibson
Vice President

Brian B. Lin

Brian B. Lin
Associate

PAG/BBL/ta

cc: Mr. David Barnhart

[illegible]

We explained our trip generation, trip distribution, and traffic assignment techniques to [illegible]

[illegible]

We also recommended that [illegible] be changed to a one-way [illegible]

The recommendation that Grand Avenue be closed at the south boundary of the site was one that Mr. Barnhart felt deserved some additional discussion. Although he was not opposed to the closing of Grand Avenue, he did want to make sure that the City and the neighborhood residents understand the implications of closing the street. For example, although the residents to the south would likely see a dramatic drop in traffic on Grand Avenue, they should realize that there [illegible] street closing. Residents living along Grand Avenue south of the [illegible] longer be able to travel north on Grand and cross [illegible] Orange Grove [illegible] with the help of the traffic signal at Green Street. Thus, [illegible] the neighborhood could be more difficult with Grand Avenue closed—not only more difficult for "through" trips, but also for local residents' trips.

Again, Mr. Barnhart is not at this time opposed to the closing of Grand Avenue, but he felt the following statements and conclusions should be entered into the record:

1. Even with all of the parking located along Grand Avenue, the project will not add enough traffic to Grand Avenue to exceed the acceptable limits for a residential collector street.

**Advisory
Council On
Historic
Preservation**

1522 K Street, NW
Washington, DC 20005

Reply to:

Lake Plaza South, Suite 616
44 Union Boulevard
Lakewood, CO 80228

Wally
Please see me
re the impact this
has on the project.
5/4

JWHG

MAY 5 1981

April 30, 1981

Mr. Robert K. Bogardus
Assistant Regional Administrator
Public Buildings Service
General Services Administration, Region 9
525 Market Street
San Francisco, California 94105

Dear Mr. Bogardus:

On April 16, 1981, we received the draft environmental impact statement (DES) for the proposed Federal Building/U.S. Court of Appeals, Pasadena, California. Because the undertaking will affect a National Register eligible property, the Vista del Arroyo Hotel, General Services Administration (GSA) has indicated its desire to initiate Section 106 compliance procedures in accordance with the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800). We infer from GSA's statement on Page 56 of the DES that your agency intends the DES to serve as a request for Council's comments.

However, pursuant to Section 800.13(a) of the Council's regulations, the
documentation contained in the DES is inadequate for our review of your
determination of no adverse effect. Please note that the comments of the
California State Historic Preservation Officer (SHPO) regarding his review
1. of GSA's determination of effect are lacking. Also, GSA does not discuss
2. why each of the Criteria of Adverse Effect is inapplicable. Therefore, the
Executive Director will suspend his review of the undertaking until the
missing elements of the required documentation are furnished.

We wish to inform GSA, that we have serious concerns for some of the
conclusions formulated in the DES. Based on the information presented, we
3. question GSA's initial determination that the undertaking will have no
adverse effect on the property (p. 56). Demolition of some of the hotel's
associated bungalows appears to meet one of the criteria of adverse effect
(Section 800.3(b)(1)). The fact that GSA intends to "mitigate" the
adversity does not provide justification for determining no adverse effect
as the final result of the undertaking's impact on the property.

Page 2
April 30, 1981
Mr. Robert K. Bogardus
Vista del Arroyo Hotel

4. Should GSA find, after consultation with the SHPO, it wishes to alter its determintation from no adverse effect to adverse effect, it must submit a Preliminary Case Report (PCR) along with the revised determination of effect. The DES may serve as the basis for the PCR if the remainder of the documentation required in Section 800.13(b) is also submitted. After reviewing this documentation, the Exeuctive Director will inform GSA what further consultation, if any, may be necessary in order to arrive at a means of mitigating, minimizing, or avoiding the adversity.

We look forward to hearing from you. If you have need of additional information, please contact Robert Fink of my staff at 234-4946, an FTS telephone number.

Sincerely,

Louis S. Wall
Chief, Western Division
of Project Review

U.S. Department of Transportation
Urban Mass Transportation Administration

Region IX
Arizona, California, Nevada
Hawaii

Two Embarcadero Center
Suite 620
San Francisco, CA 94111

May 13, 1981

MAY 15 1981

Mr. Robert K. Bogardus
Assistant Regional Administrator
Public Buildings Service
Operational Planning Branch, MS 30A
General Services Administration
525 Market Street
San Francisco, California 94105

Re: Comments on Vista Del Arroyo E.I.S.

Dear Mr. Bogardus:

Your letter to Mr. William Royer, Regional Representative of the Department of Transportation in Region IX, was referred to this office for evaluation and response.

Obviously, our concerns are those relating to availability of adequate mass transportation to this new development. We note on Page 38 that the Southern California Rapid Transit District does provide two bus lines to the Vista Del Arroyo area but whether that service is sufficient for this expanded Federal Building has not been evaluated.

5. We strongly urge your sending a copy of this report to the SCRTD and request them to evaluate whether the potential ridership generated by this new facility could be adequately serviced by them with the present service or whether they would need to provide additional buses during commute hours.

6. In addition, you possibly should evaluate the potentials of van pooling and car pooling as an alternative to the automobile in light of the Federal Government's concern about energy shortages and the need for conservation.

If you have any questions about these transportation issues, please call me.

Sincerely yours,

Stuart Eurman
Director
Office of Planning

United States
Department of
Agriculture

Soil
Conservation
Service

2828 Chiles Road
Davis, CA 95616
(916) 758-2200

RECEIVED
OPAG
MAY 26 1981

May 20, 1981

Mr. Carl Blalock
Public Buildings Service, MS 30A
General Services Administration
525 Market Street
San Francisco, California 94105

Dear Mr. Blalock:

The Soil Conservation Service has reviewed the Draft Environmental Impact Statement for Vista Del Arroyo, Federal Building/U.S. Court of Appeals, Pasadena, California. We feel the statement has adequately considered all items within the realm of the Service's expertise and responsibility.

No prime agricultural land will be affected by this proposed project.

We appreciate the opportunity to comment on this environmental statement.

Sincerely,

Francis C.H. Lum
FRANCIS C. H. LUM
State Conservationist

cc: Norman A. Berg, Chief, SCS, Washington, D.C.

DEPARTMENT OF HEALTH & HUMAN SERVICES
Public Health Service

Centers for Disease Control
Atlanta, Georgia 30333
(404) 262-6649

May 26, 1981

Operational Planning Branch
Public Buildings Service, MS 30A
General Services Administration
525 Market Street
San Francisco, California 94105

Gentlemen:

We have reviewed the Draft Environmental Impact Statement (EIS) for the Proposed Vista del Arroyo Federal Building, Pasadena, California. We are responding on behalf of the Public Health Service.

We reviewed this EIS for possible adverse health effects, and we have no comments to offer. We believe the impact of the proposed action and its alternatives has been adequately addressed.

Thank you for the opportunity of reviewing this statement. We would appreciate receiving a copy of the final document when it becomes available.

Sincerely yours,

Frank S. Lisella, Ph.D.
Chief, Environmental Affairs Group
Environmental Health Services Division
Center for Environmental Health

Pasadena Heritage

9PR

RECEIVED
JUN 09 1981

2 June 1981

Mr. Robert K. Bogardus
Operational Planning Branch
Public Buildings Service, MS 30A
General Services Administration
525 Market Street
San Francisco, CA 94105

RE: Draft Environmental Impact Statement for the proposed Federal Building/United States Court of Appeals, Pasadena, California

Dear Mr. Bogardus:

This letter concerns the proposed use for the Vista del Arroyo Hotel complex as outlined in the Draft Environmental Impact Statement (DEIS) recently completed by the General Services Administration. The Board of Pasadena Heritage would like to express to you some of its concerns and questions regarding the Vista del Arroyo project as described in the DEIS.

Since the formation of Pasadena Heritage some five years ago, we have followed closely proposals for the historic Vista del Arroyo site. We supported the position of the West Pasadena Residents Association, expressed in the fall of 1978, favoring the concept of the court facility for the tower building. We too had concerns regarding the impacts of traffic and parking on the adjacent neighborhood but were hopeful that those problems would be resolved. We were pleased to learn of Judge Chambers' fine reputation for careful and authentic restoration of historic buildings.

However, since those discussions in the fall of 1978 with the residents, there have been a number of changes regarding the use of the Vista del Arroyo site about which we have serious concerns. After reading the DEIS and attending the public hearing of 11 May 1981, we would like to make the following points:

- We continue to support the use of the Vista tower for the United States Court of Appeals.

- We support the General Services Administration plan to submit all project drawings, specifications, and the Historic Structures Report to the SHPO and ACHP for review and comment. We understand that the development will be in compliance with the Secretary of the Interior's Standard for Rehabilitation (page 56 of the DEIS).

54 West Colorado Boulevard
Pasadena, California 91105
Telephone 213 • 793 • 0617

Mr. Robert K. Bogardus
Page 2

7.
- We suggest that included in the DEIS should be information regarding the possible funding of the rehabilitation of the lower floors with monies already appropriated for the restoration for the court facility. Higher floors could be rehabilitated at a later date as the courts need to expand. Included in the EIR should be information as to the future needs of the courts and those possible impacts on the neighborhood.

8.
- We support the use of the parking lot on the corner of Del Rosa and South Grand Avenue which should be repaired, resurfaced and landscaped so as not to be visible to the passerby. We support the use of the lot to the north of the tower as long as it too is repaired and landscaped. Information should be included in the final EIS as to the numbers of parking spaces then provided to assure the neighborhood that all parking for the facility will be off-street, carefully landscaped, and adequate for staff, visitors, and maintenance crews.

9.
- We believe that the neighbors in the vicinity of the Vista del Arroyo should make the decision regarding the closure of South Grand. The DEIS does not make clear the funding responsibilities of such street improvements.

10.
- We oppose any regrading (as described on page 40 of the DEIS) of the historic site for additional parking lots. The DEIS does not include information as to the potential problems of erosion and flooding which could result from any regrading. The protection of the hillside, the wildlife, trees and plants should be given a high priority and methods of protection should be included in the final EIR.

11.
- We oppose the demolition, removal or major alteration of any bungalow or cottage on the historic site. We wish to emphasize that the entire site is now listed on the National Register of Historic Places. We are aware that the nineteen bungalows have not been properly maintained in recent years and have suffered through neglect, vandalism, and water damage. However, the buildings are structurally sound and could be rehabilitated for residential use. The EIS should include information regarding that option.

Mr. Robert K. Bogardus
Page 3

12. - We oppose the proposed addition into the main tower of the federal agencies which, according to the DEIS, will include: the Department of Health and Human Services, Department of Defense, Department of Agriculture, and Department of Labor. Personnel from these agencies would add approximately 317 employees to the tower building. Together with the Federal Court employees, there would be a total employee count of 416. We believe that 416 employees in the main tower is far too great a burden for the residential neighborhood to bear. We call for limiting the use of the Vista Tower for the United States Court of Appeals. We believe the final EIS should clearly outline the impacts of the use of the tower for the court facility alone.

In conclusion, we would like to emphasize that the Vista del Arroyo complex sits amidst an historic area of Pasadena and one that is residential in nature. Pasadena Heritage has sponsored two walking tours which attracted over one thousand persons and highlighted the architecture and history of the South Grand Avenue area immediately south of the hotel. We believe that this neighborhood is eligible for listing on the National Register as an historic district. In early April, Pasadena Heritage learned that the Colorado Bridge had been listed on the National Register of Historic Places. The Vista del Arroyo itself was an important part of the resort era and played a vital role in the development of the City of Pasadena.

The Vista also sits at the edge of the Arroyo Seco, overlooking this outstanding natural feature. We believe that the entire Vista site should be treated with the utmost care so that it may continue to serve as a landmark and the western portal to visitors approaching the city from the west.

The Board of Pasadena Heritage would like to thank the General Services Administration for the kind consideration shown to Pasadena Heritage during the past several years. In particular, we appreciate the hard work and thoughtfulness of Mary Brant, Gerry MacClelland, and Carl Blalock. We are hopeful that the use of the main tower for the United States Court of Appeals

Pasadena Heritage

Mr. Robert K. Bogardus
Page 4

will move forward in the near future and with much success. Please let us know if we can be of further assistance.

Sincerely yours,

Claire W. Bogaard

Claire W. Bogaard
Chairman

CWB/snm

cc: Dr. Knox Mellon
Mr. Louis Wall
Mr. John Merritt
Mr. George McQuilkin

54 West Colorado Boulevard
Pasadena, California 91105
Telephone 213 · 793 0617

City of Pasadena

ONE HUNDRED NORTH GARFIELD AVENUE

PASADENA, CALIFORNIA 91109

COMMUNITY DEVELOPMENT DEPARTMENT

RECEIVED
JUN 09 1981

June 3, 1981

Mr. Carl Blalock
General Services Administration
1st and Market, 31st Floor
San Francisco, CA 94105

Dear Mr. Blalock:

Re: DEIS for VISTA del ARROYO

The Cultural Heritage Commission of the City of Pasadena has reviewed the DEIS and would like to comment on the following:

1. In Section 5.4.1, Historical and Cultural Elelments, we wish to
point out that as of March 1981 both the Vista del Arroyo and the
Colorado Street Bridge, 1912 have been placed on the National
Register of Historic Places. Additionally, the Vista site is located in the area of the original Indiana Colony which was the
first Yankee settlement in, what is now, Pasadena. The immediate
13. neighborhood is one of very fine homes, many of architectural
significance. The first building south of the site on South Grand
is the Shakespeare Club and was designed by Sylvanus Marston. The
next two residences south are bungalow/mansions both designed by
Charles and Henry Greene. Next, south is a large mansion designed
by Reginald Johnson which has over the past fifty years appeared
on several occasions in architectural literature. The whole
neighborhood is likely eligible for the National Register.

2. In Section 6.4, Impacts on Historic/Cultural Elements, we feel
that it is not appropriate to demolish any bungalows for parking.
The bungalows are an integral part of the site and could be effectively recycled for housing or other low density use. We suggest
that parking be accomodated below. In order to facilitate movement
from the parking to the site an elevator in the hill could be
installed, such as the one at the Southwest Museum in Los Angeles.
It is important to disrupt as little as possible the natural
14. features of the hillside which are so visible from the western
approach to the City. Would not the cost of the elevator be offset at least in part by not incurring the expense of demolition and
15. grading and other mitigating measures necessary to provide parking
on the upper level?

16. We do not agree in Section 6.7.2 that there is "no adverse effect" in demolishing the bungalows given the proposed mitigation measures.

3. In Section 6.6, Impacts on Transportation and Parking, we are gravely concerned about the increase of traffic in the area, particularly

Mr. Carl Blalock
Page 2
June 3, 1981

on South Grand and at the California/Orange Grove intersection. We strongly urge a lower density use for the other than court tenants based on the major impact of traffic on a particularly high quality neighborhood. It should be noted that on Waverly, Del Mar, and Palmetto just east of Orange Grove the R-R zone has been returned to an R-1 zone.

Finally, in spite of the above comments we would like to commend GSA and the Federal government in their efforts to preserve important historic properties and participate the creative reuse of them. We believe this project with minimum modification is an exemplary one. The conservation of exisitng buildings and materials and thus of our natural resources has long-lasting merit.

Sincerely,

Robert W. Winter

Dr. Robert W. Winter, Chairman
Cultural Heritage Commission

RW/ws

CARL

City of Pasadena

ONE HUNDRED NORTH GARFIELD AVENUE

PASADENA, CALIFORNIA 91109

OFFICE OF CITY MANAGER

RW RECEIVED JUN 05 1981

June 4, 1981

Operational Planning Branch
Public Buildings Service, MS30A
General Services Administration
525 Market Street
San Francisco, California 94105

Gentlemen:

DEIS
Federal Building/U.S. Court of Appeals
Pasadena, California

We offer the following comments with respect to the draft EIS on the subject project.

Page 1-1

18. The report Introduction indicates that the Federal Building will ultimately be occupied by 341 employees. However, the DEIS states on page 3-3, second paragraph, line 3. "However, General Services Administration has not yet decided specifically which government agencies will move into this building." Although traffic generation and parking requirements for this site are based primarily upon total gross square footage of building the practical adequacy of these key site characteristics are also related to the number of employees, their transit utilization, and potential vehicle occupancy rate. Since the total parking supply (365 spaces) proposed for this site by the GSA is closely predicated upon an ultimate level of 341 employees, the City must be assured this level will not be exceeded.

Page 3-6

19. Paragraph 5 indicates that "If Grand Avenue remained open, approximately 27% of the trips headed for the parking areas along Grand Avenue would use Grand Avenue from the south." This figure makes the assumption that 75% of the site traffic approaching from the Pasadena Freeway and Long Beach Freeway corridors utilize Grand Avenue south of Del Rosa rather than Orange Grove Boulevard to Del Rosa for access to parking on Grand Avenue. It is our opinion that the amount of traffic projected for Grand Avenue (700 vehicles per day - page 3-21, last paragraph), based upon the 27% projection, may be much higher than actually will occur.

Page 3-23 Mitigation Measures

The DEIS recommends a cul-de-sac be provided on Grand Avenue south of Del Rosa Drive. We have no objection to this proposal provided (1) the neighborhood accepts and understands the positive and negative aspects of this proposal, (2) the Federal Government bears the cost of the street modification, and (3) a turn-around area is provided which complies with City standards for a cul-de-sac street.

0. Since the DEIS projection of 700 additional vehicles per day on Grand Avenue may be much higher than actually will occur, and because some additional traffic on Grand may be more acceptable to the neighborhood than would the closure of Grand Avenue, a more appropriate approach would be to reserve a decision on a cul-de-sac for Grand Avenue until the building is operational and the actual impact can be assessed.

1. It is our opinion that the change proposed in the DEIS to make Del Rosa Drive one-way westbound is unnecessary, however, if the abutting property owners concur with this proposal we would consider its implementation. We believe the sight distance at Del Rosa and Orange Grove is adequate for traffic entering Orange Grove Boulevard. A short isolated one-way street as proposed can result in significant violations of the one-way restriction as effective enforcement levels will be difficult to maintain and local users could find it very convenient to violate the one-way restrictions for short distances.

22. A more appropriate alternative would be to extend the widening along the north side of Del Rosa Drive which occurred with a recent condominium project east of the parking area proposed for the Federal Building. This widening would require an approximate 12' dedication of right-of-way and a 6' setback of the existing curb on the north side of Del Rosa Drive to provide an approximate 24' roadway within a 32' right-of-way. Two-way traffic can be accommodated by maintaining the existing parking prohibitions on Del Rosa Avenue. Modern street lighting should also be extended along the north side of Del Rosa Drive as was done adjacent to the Rose Tree condominiums a few years ago in conjunction with the street widening. These improvements should be made by the Federal Government at no cost to the City.

23. Section 6.4.1 - Historic Elements: The Colorado Street Bridge was nominated to the National Register by Pasadena Heritage and has been placed on the Register. Please note that the City of Pasadena Survey Staff is of the opinion that the neighborhood south of the Vista del Arroyo Hotel would qualify as a National Register District, possessing as it does, homes designed by world-famous architects.

The Urban Conservation Section was informed that the Vista del Arroyo Hotel, bungalows and entire site were placed on the National Register of Historic Places on April 13, 1981.

24. Section 6.4.2 - Distinctive Architectural Works: Among the bungalows slated for demolition for parking are those designed by well-known architects, Myron Hunt and Marston-Van Pelt.

5. Section 6.4.3 - Archaeological Sites: Given the proximity of this property to the Arroyo Seco, we question the adequacy of a "surface survey and examination of exposed areas" and would recommend a more thorough archaeological investigation.

6. Section 6.7.2 - Maintaining the Historic Integrity of the Property: We totally oppose the use of city open space (Defender's Park) for the court's parking needs.

7. We urge the GSA to be cognizant of the fact that there exists many specimen trees on the Vista site which are worthy of preservation.

8. Finally, we question the omission of any discussion involving the pool area on the far west side of the property.

The Urban Conservation Section staff acnowledges the importance of an adaptive use for the Vista del Arroyo Hotel and welcomes its renovation for use by the Ninth Circuit Court of Appeals. We wish to express concern over the removal of historically significant buildings which may have a re-use potential.

Sincerely,

Donald F. McIntyre
City Manager

McI:c:s
2063/21

xc: Dr. Knox Mellon

Enclosure

JUN 08 1981

June 4, 1981

Operational Planning Branch
Public Buildings Service MS 30A
General Service Administration
525 Market St.
San Francisco, CA 94105

RE: D.E.I.S. Federal Building/V.S. Court of Appeals, Pasadena, California

I am a close neighbor of the Vista Del Arroyo - Federal Building (residence 208 S. Grand) and a member of the Board of the West Pasadena Residents Association.

I have studied the D.E.I.S. and attended the 5/11/81 public hearing. As a result of this information and further discussion with interested parties, I have recommendations to make which are feasible, inexpensive, and should be acceptable to the federal government, the neighbors and the city of Pasadena.

The following three recommendations all address the problem of lessening the adverse environmental impacts of traffic and parking. The first two would require cooperative effort of the federal government and the city, the third would be the responsibility of the federal government alone.

1. Del Rosa street should be widened on its north side, from
   the south west corner of the condominium complex back to
   Grand. This would necessitate sacrificing a small strip
29. of land on the south border of the federal parking lot.
2. An exit should be created between the north end of the
   planned U-Shaped parking lot between the bungalows and
30. Colorado Blvd. near the bridge exit.
3. An employee parking lot should be created on the lower
   level near the Armory with elevators to the upper level.
   The government has apparently balked at this proposal
   because of the expense of constructing the elevators.
31. If, in the future, (after instituting the plans for the
   upper level lots including the above recommendations
   1 & 2) the traffic and parking prove to be a continuing
   problem, then it is incumbent upon the federal government
   to use the lower level and build the elevators, whatever
   the expense, in order not to ruin a beautiful and historically
   significant neighborhood.

Richard A. Yadley, M.D.

Richard A. Yadley MD
208. S. GRAND Ave
PASADENA 91105

RECEIVED

111 So. Orange Grove Bl.
#209
Pasadena, Ca. 91105
June 4, 1981

Mr. Robert K. Bogardus,
Ast. Regional Administratior,
Public Buildings Service,
General Service Administration, Region IX
525 Market St.,
San Francisco, Ca. 94105

Re: 1. Other possible ingress/egress
2. Tournament of Roses traffic problem
and Vist Del Arroyo reactivation

1. Because the traffic going in and out of the Vista Del Arroyo will be so highly concentrated anything that can help should be considered.

An examination of the North West corner of the property - at the Colorado Street Bridge - indicates that further consideration should be given to an ingress and egress limited to an Easterly flow. 32.

This could possibly releave the traffic around the Rose Tree Condominium (Del Rosa, Grand and Green). Many of the residents of the area feel that GSA particularly with the proposal of the traffic barrier is playing Ring Around the Rosy.

The use of anentrance and exit limited to an Easterly flow is feasable.

2. I was surprised to learn that even at this writing that the Tournament of Roses officials have not been officially notified of the possible traffic problems they might encounter with a traffic barrier on So Grand and Del Rosa. No where in the literature or at the several meetings held has this been considered. 33.

There is only one reason advanced for a traffic barrier -- the protection of phantom kids not playing on So Grand.

There are many reasons why there should not be abarrier - including among others health, safety and the quiet enjoyment of all residents of the area.

Sincerely,
P. J. Hennigan
P. J. Hennigan

JUN 08 1981
RECEIVED

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
215 Fremont Street
San Francisco, Ca. 94105

5 JUN 1981

Project # D-GSA-K81012-CA

Robert K. Bogardus, Assistant Regional Administrator
Public Buildings Service, MS 30A
General Services Administration
525 Market Street
San Francisco, CA 94105

Dear Mr. Bogardus:

The Environmental Protection Agency (EPA) has received and reviewed the Draft Environmental Impact Statement (DEIS) titled PROPOSED FEDERAL BUILDING, U.S. COURT OF APPEALS, PASADENA, CALIFORNIA.

The EPA's comments on the DEIS have been classified as Category LO-2. Definitions of the categories are provided by the enclosure. The classification and the date of the EPA's comments will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal Actions under Section 309 of the Clean Air Act. Our procedure is to categorize our comments on both the environmental consequences of the proposed action and the adequacy of the environmental statement.

The EPA appreciates the opportunity to comment on this DEIS and requests five copies of the Final Environmental Impact Statement when available.

If you have any questions regarding our comments, please contact Susan Sakaki, EIS Review Coordinator, at (415) 556-7858.

Sincerely yours,

Sheila M. Prindiville
for Acting Regional Administrator

Enclosure

## Air Quality Comments

1. The DEIS indicates on page 5-8 that total project emissions of CO, HC, and $NO_x$ amount to less than 0.4% of regional emissions. In reference to this percentage, the DEIS states "Such an increase... is negligible and therefore, the impact is not considered significant." This statement implies that additional emissions, when compared to total regional emissions, are insignificant. However, since the South Coast Air Basin is designated a non-attainment area for these vehicle-related pollutants, the FEIS should emphasize the significance of any additional increase in emissions. 34.

Background concentrations of emissions should be specified to allow a more accurate analysis of air quality impacts.

2. a) The DEIS states on page 5-18 that "actual (CO) project concentrations are well below the standards." However, the CO concentrations listed in Table 5-5 on page 5-17 do not include existing background CO concentrations. Since violations of the 8-hour CO standard of 9 parts per million (ppm) are already occurring in Pasadena (see Table 5-2), a more accurate presentation of CO concentration analyses should be included in the Final Environmental Impact Statement (FEIS). Specifically, the FEIS should specify: 35.

   i) Total CO concentrations with and without the project;

   ii) Number and severity of CO violations expected to occur with project implementation.

   b) The discussion of the lead analysis on pages 5-18 to 5-21 does not allow an adequate evaluation of air quality impacts. The DEIS does not indicate whether the "1980 total lead concentration" (See Table 5-7, page 5-21) includes background concentrations; thus it is unclear if violations of the lead standards are expected to occur. The FEIS should clarify this issue. 36.

Data should be calculated to show real percentage increases in emissions.

3. a) The percent increases listed in Table 5-5 on page 5-17 are actually increases in percent of the standard. This method of calculation understates real emission increases (which should be determined independently of the standard). The FEIS should calculate real percent increases in emissions by dividing the "with project" data by the "without project" data. For example, the real percent increases for Receptors 1 and 2 for 1-hour CO concentrations are 3% and 814%, respectively. 37.

38. b) The Summary on page 5-20 states that "the project will increase projected lead concentrations by 1 percent." As with CO concentrations, it would be more informative to label a change from 0.49 to 0.51 as a 4% increase.

39. c) Table 5-7, page 5-21 should indicate which receptor location is expected to experience the given concentrations.

40. 4. The DEIS does not indicate the extent of coordination, if any, that has taken place between the GSA and those agencies responsible for the South Coast portion of the State Implementation Plan (the Southern California Association of Governments and the South Coast Air Quality Management District). The FEIS should document this coordination.

41. 5. The DEIS states on page 3-25 that, "a maximum of 341 employees would work in the building at its ultimate development." Page 9 of the DEIS indicates that the proposed project will provide quarters for 416 personnel. This discrepancy must be resolved since the number of employees is the basis for parking, traffic, and air quality analyses.

42. 6. The FEIS should discuss the necessary provisions for adoption and employee utilization of flextime, carpools, and public transit as methods of minimizing vehicle-related air quality impacts.

EIS CATEGORY CODES

Environmental Impact of the Action

LO--Lack of Objections

EPA has no objection to the proposed action as described in the draft impact statement; or suggests only minor changes in the proposed action.

ER--Environmental Reservations

EPA has reservations concerning the environmental effects of certain aspects of the proposed action. EPA believes that further study of suggested alternatives or modifications is required and has asked the originating Federal agency to reassess these aspects.

EU--Environmentally Unsatisfactory

EPA believes that the proposed action is unsatisfactory because of its potentially harmful effect on the environment. Furthermore, the Agency believes that the potential safeguards which might be utilized may not adequately protect the environment from hazards arising from this action. The Agency recommends that alternatives to the action be analyzed further (including the possibility of no action at all).

Adequacy of the Impact Statement

Category 1--Adequate

The draft impact statement adequately sets forth the environmental impact of the proposed project or action as well as alternatives reasonably available to the project or action.

Category 2--Insufficient Information

EPA believes that the draft impact statement does not contain sufficient information to assess fully the environmental impact of the proposed project or action. However, from the information submitted, the Agency is able to make a preliminary determination of the impact on the environment. EPA has requested that the originator provide the information that was not included in the draft statement.

Category 3--Inadequate

EPA believes that the draft impact statement does not adequately assess the environmental impact of the proposed project or action, or that the statement inadequately analyzes reasonably available alternatives. The Agency has requested more information and analysis concerning the potential environmental hazards and has asked that substantial revision be made to the impact statement.

If a draft impact statement is assigned a Category 3, no rating will be made of the project or action, since a basis does not generally exist on which to make such a determination.

RECEIVED
[illegible] 9 1981

111 So. Orange Grove Bl.
#209
Pasadena, Ca. 91105
June 5, 1981

Mr. Robert K. Bogardus
Ast. Regional Administrator
Public Buildings Service,
General Service Administration, Region IX
525 Market St.,
San Francisco, Ca. 94105

Re: Vista Del Arroyo Complex - Traffic

Dear Mr. Bogardus:

Many of those who attended the May 11, 1981 public hearing to discuss the Draft Enviornmental Impact Statement in the Pasadena Council Chambers were agast at your inclu-
43. sion on Page 55 of a GSA proposal to construct a traffic barrier on Grand Ave. at its intersection with Del Rosa.

At the first meeting on this matter at Las Casittas, and again at the Nov. 28, 1979 Enviornmental Scoping meeting at the Pasadena Council Chambers the overwhelming expression was that the barrier shoulld not be constructed.

In fact, at the meeting at Las Casitas the position against a traffic barrier was so strong that the West Pasadena Residents Association withdrew their recommendation: " Consideration should be given to making Grand Avenue a Cul de Sac"

This is evidenced by their striking out that statment on the first page of their letter of submittal of the Official Position of West Pasadena Residents Association dated Nov. 28, 1979. See number two (2) on the first page in appendex 1 of the DEIS Statment.

(cont.)

So upset were many of those present at the May 11 th meeting with the inclusion of this proposal in the DEI Statement that the first question asked, when the floor opened was; How did this proposal get into the Draft Environmental Statement?

The Traffic Consultant was called on to answer. His reply that the proposition was given to him by GSA as to how to protect the children on So. Grand from the increased traffic to be caused by the use of Vista Del Arroyo nearly knocked me over. His reply, of course, was that his best solution was a traffic barrier.

The question then arises; Where did GSA get the kids to play on South Grand?

Everyone knows that kids don't play on South Grand!

But, alas, has the government invented a way to create kids? When Vistais in operation and traffic begins to roll will we see phantom kids playing on So. Grand?

The reason given for a traffic barrier on So. Grand and Del Rosa is specious at best.

Or, should I say creative?

Sincerely,

P. J. Hennigan

P. J. Hennigan

Community Redevelopment Agency

the City
Los Angeles

354 South Spring Street
Suite 800
Los Angeles
California 90013

An Affirmative Action
Equal Opportunity
Employer

CRA
LA

Date JUN 5 1981

File Code P12.62.7

RECEIVED
JUN 08 1981

Mr. Carl Blalock
Public Buildings Service, MS 30A
General Services Administration
525 Market Street
San Francisco, California 94105

Dear Mr. Blalock:

Subject: Draft Environmental Impact Statement Comments
Federal Building/U. S. Court of Appeals
125 South Grand Avenue, Pasadena, California

This letter transmits to you the CRA/LA's comments to the Draft E.I.S. on the Vista Del Arroyo property in Pasadena. Attached to this letter is a previous letter on the subject project written to Mr. Bogardus, Assistant Regional Administrator and referred to in the May 11, 1981 public hearing in Pasadena.

COMMENTS AND QUESTIONS

1. (Page 9, D.E.I.S.) DOES EITHER DISCRETIONARY ACTION TAKEN BY THE NINTH CIRCUIT COURT OF APPEALS - The August 18, 1978 request to move to Pasadena and the Judiciary Council's establishment of Pasadena as a location where the Court will be held -- REQUIRE AN ENVIRONMENTAL ASSESSMENT OR E.I.S.?

44. Our concern rests in the obvious impacts in leaving an established C.B.A. for a more remote location. We are concerned about the socio-economic impacts as well as impacts on the accessibility of the Court to both its employees and potential visitors, including the legal profession.

45. 2. WHY ARE THE IMPACTS OF THE COURT'S LEAVING DOWNTOWN LOS ANGELES NOT CONSIDERED IN THIS DOCUMENT?

3. Page 10 contains the following statement: "Relocation of the Departments of Labor and Defense would be in conformance with the national urban policy." Yet on Page 57, in discussing the differences between new construction in Pasadena and the proposed Federal Center in the Vista Del

James M. Wood
Chairman

Philip Bagues
Alan A. Goldstein
Marilyn W. Hudson
Howard Nishimura
Andy Weil
Dr. Everett T. Weimers

Edward Helfeld
Administrator

Arroyo, the difference is noted, "1. The site "(new construction)" would be located in the City's Central Business Area." This implies that the Vista Del Arroyo is NOT in the C.B.A., the map on Page 20 apparently shows the Vista Del Arroyo to be an extension of the C.B.A.

46. WHAT IS THE DEFINITION OF A "CENTRAL BUSINESS AREA" BEING USED BY THE G.S.A. AND DOES THE VISTA DEL ARROYO FIT INTO THE AREA DEFINED AS PASADENA'S C.B.A.?

47. IF THE VISTA DEL ARROYO IS NOT IN THE C.B.A., HOW CAN THE NATIONAL URBAN POLICY BE USED IN MOVING OTHER FEDERAL AGENCIES TO THAT FACILITY?

CRA
LA

4. Page 13 contains the statement: "The expansion needs of both the Appeals and District Courts are such that both could not be fully accommodated at the U.S. Courthouse in Los Angeles for more than ten years." Yet, Page 18 states that postponing the action until further study "would cause uncertainity and inefficiency in Court operations,...."

48. IF THE NEEDS OF THE COURT CAN BE MET IN ITS PRESENT LOCATION FOR TEN YEARS,

a. WHY IS THE COURT'S PLANNED MOVE PRESENTED AS AN URGENT MATTER?

b. WHY DOES THE G.S.A. NOT REQUEST THE COURT TO RECONSIDER ITS DECISION, ESPECIALLY IN LIGHT OF URBAN POLICIES FORMED AFTER THE COURT'S INITIAL DECISION, POLICIES THAT THE G.S.A. IS USING TO MOVE OTHER FACILITIES TO THE VISTA DEL ARROYO?

c. IS IT G.S.A. POLICY TO DEFER MAINTENANCE OF FEDERAL FACILITIES, EVEN THOSE POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES, UNTIL FINAL CONSTRUCTION OF SUCH A PROJECT IS IMPLEMENTED?

d. WHY COULDN'T THE G.S.A. UTILIZE THE PASADENA FACILITY FOR AGENCIES OTHER THAN THE APPEALS COURT?

5. We strongly feel that all alternatives to the proposed project were NOT considered. As mentioned in the attached letter to Mr. Bogardus, we feel that there are alternatives in downtown Los Angeles for the 9th Circuit Court of Appeals. Contrary to impressions given in the May 11th hearing, there are large blocks of space, some exceeding 200,000 square feet in single buildings, among the approximately 2,000,000 square feet of vacant or underutilized space in

the Spring Street Historic District, listed on the National Register of Historic Places.

49. WHY ARE NO OTHER ALTERNATIVES OUTSIDE OF PASADENA CONSIDERED IN THIS E.I.S.?

6. In the public hearing on May 11, 1981, Judge Chambers seemed to imply that if the other federal agencies, other than the Court, were not desired by the local resident's, that the G.S.A. would find other "low density" agencies.

50. ARE THE FEDERAL AGENCIES PLANNED FOR THE FACILITY THOSE LISTED ON PAGE 9, OR WILL THEY BE REPLACED, AS JUDGE CHAMBERS IMPLIED, WITH OTHER AGENCIES? AND IF SO, WHAT AGENCIES ARE LIKELY TO BE INCLUDED?

We trust that you will incorporate our comments in the preparation of the final E.I.S. Please forward a copy of the final E.I.S. to our office.

Sincerely,

Donald W. Cosgrove

Donald W. Cosgrove
Senior Deputy Administrator

Attachment

gerald d. secundy • attorney

JUN 11 1981

June 6, 1981

Operational Planning Branch
Public Buildings Service, MS 30A
General Services Administration
525 Market Street
San Francisco, Ca. 94105

RE: Vista del Arroyo Hotel

Dear Sirs:

First, let us extend our sincere thanks for an excellent and thorough analysis of the problems surrounding the use of the Vista del Arroyo Hotel as a revised federal center. We find the report to be quite reasonable and balanced.

We were participants at your public hearing on May 11 and found one idea raised at that meeting to have exceptional merit. This was the suggestion that traffic be routed out from the proposed parking area at the site of the existing cottages to Colorado Street at the extreme eastern edge of the bridge. This appears to be a feasible alternative and one that would considerably reduce the traffic volume on neighborhood streets. As residents of Grand Avenue (only a few doors down from the Vista) we are, of course, extremely concerned about the increase of traffic and parking in the neighborhood. Although we are in full support of the occupation of the hotel by the 9th. Circuit of Appeals, we are most desirous of maintaining the residential character of Grand Avenue and all the annex streets. We feel the most appropriate use of the Vista del Arroyo would be for the 9th. Circuit of Appeals to be the sole occupant. Again, this would have the least damaging effect on the residential character of the neighborhood.

51.

52.

Although we agree that consideration should also be given to the feasibility of establishing parking at the base of the hill behind the Vista del Arroyo, this alternative can only work if a system of elevators or escalators is installed. Obviously cost considerations would play a large factor in this decision.

Please include us on your list to receive the final copy of the environmental impact report.

We look forward to hearing from you.

Sincerely,

Donna & Gerald Secundy

Donna and Gerald Secundy

222 south grand • pasadena • california • 91105 • 213-681-0484

L. E. Coppersmith, Inc.

CUSTOMHOUSE BROKERS • INSURANCE • FOREIGN FREIGHT FORWARDERS

FMC - 234 CABLE ADDRESS: LECOPPER Ref.

TPG

JUN 12 1981

June 4, 1981
Los Angeles, California

Operational Planning Branch
Public Building Service Ms30A
General Service Administration
525 Market Street
San Francisco, California 94105

Reference: Vista Del Arroyo
Draft Environmental Impact Statement

Gentlemen,

As a very interested property owner adjacent to the Vista Del Arroyo, we have attended and participated in a number of your public meetings to develop the very best plan for this property. After fully reviewing your statement and the analysis by the professional associations employed by the GSA, we wish to endorse their statement that "proposal number 5 be implemented as the recommended parking program."

We strongly disapprove of any alternative that would have a negative traffic impact on our beautiful residential area. We particularly oppose proposal number 1 which would erect a terrible problem in the midst of our residential community. We look forward to your early announcement of a practical and non-disruptive parking solution for the Victa Del Arroyo development.

Sincerely,

Lew E. Coppersmith

LEC/cjb

LOS ANGELES
Home Office: 350 South Figueroa Street, Suite 956, Los Angeles, California 90071 - Telephone: (213) 624-1324 - Telex: 67-7425
Airport Office: 704 South Isis Avenue, Inglewood, California 90301 - Telephone: (213) 776-4270 - Telex: 69-6258
Harbor Office: 1300 South Beacon, Room 106, San Pedro, California 90733 - P.O. Box 1428 - Telephone: (213) 547-2422
SAN FRANCISCO
Ocean Office: 351 California Street, Suite 605, San Francisco, California 94104 - Telephone: (415) 981-5034 - Telex: 34-0457
Airport Office: 380 Allerton Avenue, S. San Francisco, California 94080 - Telephone: (415) 872-1225 - Telex: 34-0926
HOUSTON, TEXAS
609 Fannin Street, Suite 2127, Houston, Texas 77002 - Telephone: (713) 236-1216 - Telex: 77-4506

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
PACIFIC SOUTHWEST REGION
BOX 36098 • 450 GOLDEN GATE AVENUE
SAN FRANCISCO, CALIFORNIA 94102
(415) 556-8200

ER 81/816 June 16, 1981

Carl Blalock
Public Buildings Service, MS 30A
General Services Administration
525 Market Street
San Francisco, California 94105

Dear Mr. Blalock:

The Department of the Interior has reviewed the Draft Environmental Impact Statement for the Vista del Arroyo Federal Building and U.S. Court of Appeals Project, Pasadena, Los Angeles County, California. The following comments and recommendations are provided for your consideration.

Cultural Resources

We concur with the selection of the preferred alternative (4.3) for the renovation of the existing Federal facility, a property listed in the National Register of Historic Places, as the most appropriate course of action. The rehabilitation of this local landmark will be a major contribution to historic preservation in the community and to the Federal government's commitment to recycling significant historical and architectural facilities where prudent and feasible.

53. We do not concur, however, with the proposal to demolish six Vista del Arroyo bungalows in order to construct automobile parking facilities. The resource to be protected in the Federal planning process, as defined in the Vista del Arroyo National Register nomination, is a highly integrated complex of buildings linked together by historical period, function, associations, architects, builders, styles, materials, landscaping, and setting. The Draft Environmental Impact Statement does not articulate any critical methodology by which elements were selected out of this complex for proposed demolition, such as their relative architectural or historical merit, contribution to the total resource, age, degree of integrity, rehabilitation viability, and adaptive reuse and income producing potential. As a result, the degree of adverse impact of the proposed demolition is obscured.

It should be noted that five of the six buildings proposed for demolition
were constructed prior to the 1931 expansion of the main building. Furthermore,
all six bungalows were attributed to Myron Hunt, one of two noted
local architects who contributed bungalows over the years, or to his firm.
54. For example, Bungalow #3, one of three personally designed by Hunt, existed
on its site seven years prior to the construction of the south wing and has
stood in close proximity to the 1931 tower for half a century. The removal
of this and other bungalows would eradicate all but one of Hunt's contributions
to the complex and would therefore significantly distort the historical
and architectural character of Vista del Arroyo as designated in the National
Register. We recommend that the final document should prioritize the values
to be mitigated and should explore additional mitigation measures such as the
application of the State Historical Building Code where fire, security, and
daylight reasons for demolition have been cited.

We feel that the adverse impacts could be further reduced by a reconsideration
of parking requirements and alternative solutions thereto. The Neptune and
Thomas Parking Study provides what appear to be maximum rather than conservative
parking space need projections. Additional factors, however, may reduce the
pressure for individual parking spaces in the future. For example, the document
55. does not acknowledge the major traffic management study being undertaken by the
City of Pasadena Departments of Planning and Transportation in order to upgrade
the quality and efficiency of urban bus services for the area which will be
available to both employees and visitors. It also downplays the impact of
56. potential car-pooling requirements for employees seeking guaranteed parking or
restricted on-street permits. Taking these factors into account, we find that
250 individual spaces is a reasonable figure to provide sufficient parking for
officials, judges, employees, visitors, and handicapped persons. Such a reduced
57. projection significantly alters the viability of the various proposed parking
alternatives.

We also find that a combination of parking measures, similar to those preferred
in the Parking Study, appears more prudent and feasible than demolition of
historic properties. Proposal 5 calls for 200 employee spaces along Arroyo
Boulevard and in the U.S. Army Reserve Armory at the lower level, combined with
a smaller amount of visitor and official parking in existing spaces on both
sides of Grand Avenue at the upper level. We concur with the Parking Study's
recommendation of this alternative and in conjunction recommend reconsideration
of the proposal to lease space at the Elks Club Lodge. It is clear that the
majority of employees cannot be expected to climb up and down the steep paths
of Vista del Arroyo; rather than the construction of a costly and visually
intrusive elevator apparatus, however, we recommend the use of a mini-bus
shuttle service between the lower level parking and the Court building,
utilizing an experimental demonstration fuel-efficient vehicle for this purpose.
Two alternative routes for such a shuttle might be Arroyo Seco/Holly Spur/
Colorado/Grand or Arroyo Seco/Arbor/Grand. One estimate of $45,000 per year
is cited for a shuttle service to satellite parking areas; there are no comparable
58. costs given, however, for the recording, moving or demolition, and permanent
loss of potential future lease revenue for the six bungalows, or for the
subsequent clearing, grading, terracing, flood control, paving, painting,

historic landscaping, lighting, security, and maintenance of new lots on the vacated land.

We recommend therefore that the Final Environmental Impact Statement fully
59. re-examine, in consultation with the City and the State Historic Preservation Office, all existing and new viable alternatives to demolition of six National
60. Register properties and to the adverse impacts to the Vista del Arroyo complex.

We appreciate the opportunity to review and comment on this document. Please feel free to contact me or my staff if you have further questions.

Sincerely yours,

Patricia S Port

Patricia Sanderson Port
Regional Environmental Officer

cc: Director, OEPR
Director, National Park Service
Director, Geological Survey
Reg. Dir., NPS
Reg. Dir., GS
SHPO-CA

1. 7PAC-
2. 9PAL
RKB 6/

STATE OF CALIFORNIA—THE RESOURCES AGENCY
EDMUND G. BROWN JR., Governor

**DEPARTMENT OF PARKS AND RECREATION**
P.O. BOX 2390
SACRAMENTO 95811
(916) 445-8006

JUN 23 1981

Mr. Robert K. Bogardus, Assistant
Regional Administrator
Public Buildings Service
General Services Administration - Region 9
525 Market Street
San Francisco, CA 94105

Dear Mr. Bogardus:

DEIS for the Proposed Federal Building/
U.S. Court of Appeals, Vista del Arroyo,
Pasadena, California

Thank you for the opportunity to comment on the referenced document.

61. We disagree with GSA's preliminary determination that the undertaking as a whole will not adversely affect this National Register property. Proposals for rehabilitation and adaptive reuse of the main building will have no adverse effects so long as they remain consistent with the Interior Secretary's Rehabilitation Standards and Guidelines. However, if GSA's preferred solution to parking problems were implemented, an adverse effect would clearly ensue. There is no further need to discuss the noteworthiness of bungalows scheduled for demolition under GSA's preferred option (DEIS 6.7.2); they are included in the National Register of Historic Places and any proposal to demolish them represents an adverse effect.

62. Parking problems and the solutions preferred by GSA are the immediate source of potentially adverse effects. However, a fundamental cause may be the decision to use the Vista for offices other than those belonging to the 9th Circuit Court of Appeals. We do not believe that the DEIS has discussed the reasons behind this aspect of the proposal in sufficient detail. Section 3.2 states that Labor and Defense relocation would be in conformance with national urban policy. Does this mean that Labor and Defense, among others, are required to locate in the Vista? Secondly, why is it particularly necessary, if at all, to relocate any medium to high public contact offices in the Vista? We note, for example, that the U.S. Forest Service will contribute the highest number of employees and may have high public contact as well. Has the idea of obtaining adequate space in downtown Los Angeles or at another location been explored? Would this latter option be more convenient for

63. Forest Service visitors? Could a smaller, low public contact use be substituted for the Forest Service? Are there, generally speaking, relocation alternatives for the other prospective tenants? To what extent have any such alternatives been analyzed?

We are not unmindful of the need for cost-effective utilization of space and
we support the use of as much main building space as the Court of Appeals
requires now and in the foreseeable future. However, GSA should remember that
the Vista del Arroyo neighborhood is residential in character and therefore,
particularly sensitive to the kinds of impacts the proposal will have. Even
64. if noise and particulates do not rise significantly, could other effects
generated by the influx of projected numbers of employees and visitors into a
relatively quiet residential neighborhood be considered "normal" and
"acceptable"? (DEIS 6.6) In our opinion, probably not. Accordingly, we ask
that GSA determine whether or not its entire proposal for the Vista may have
consequences for potentially significant off-site resources.

So far, our discussion of the DEIS has focused on its meager treatment of alternatives to multi-agency, full occupany use. Even if that were not a factor, the DEIS might have offered more specific reasons for rejecting at least two parking problem solutions recommended by a consultant. Both solutions would involve less severe and therefore, more acceptable impacts to the Vista. As it stands, these options are dismissed as unacceptably expensive.

The first of these options would involve split locations - one on Grand, the
other along Arroyo. We agree that employees and visitors should not be
expected to struggle with the existing topography, particularly if more than
one ascent per day were involved. According to the consultant's report, an
automated conveyance system might cost between $225-$275,000. However, no
65. specific information on suitable system types and their comparative costs is
presented. We believe these data need to be included in the final
environmental impact statement. If annual operation and maintenance costs
were in the 2-3% range, the cost would amount roughly to $7,500. The ultimate
figure might vary depending on the system selected. Moreover, it would be
reasonable to charge employees using either location an annual or monthly
66. parking fee to help defray conveyance system costs. Attempts to circumvent
the fee by using street parking could be prevented by either continuing the
current two-hour limitation on street parking or by initiating a sticker
system for neighborhood residents - one per car and one additional for guest
purposes.

Furthermore, it is quite likely that the number of available spaces along
Arroyo may be increased by converting the tennis court area to parking. As a
67. last resort, the pool might even be phased out. Finally, we agree with the
consultant that the use of public transportation, car and van pooling ought to
be encouraged, if necessary, with adequate incentives. We view proposal #5 as
a reasonable option.

68. We would also like to see more specific data on the parking structure option. What design alternatives are available? What are the pertinent cost breakdowns for some sort of multi-level facility (Area 6)? Is a subterranean level feasible?

The foregoing comments have focused on two major issues. The first issue concerns the question of multi-agency, full occupation use of the tower. The second issue assumes full occupation use and involves the negative effects of the preferred parking scheme on this National Register property. In our opinion, these issues need further discussion along the lines suggested above.

69. As presently defined, the proposed plan would adversely affect the Vista del Arroyo. A determination of no adverse effect is therefore unjustified. Section 6.7.2 sets forth various mitigation measures. We cannot consider these to constitute the basis of an MOA proposal until the concerns expressed above have been addressed. We also reserve the privilege of requesting a public information meeting in accordance with standard procedures.

If you have any questions concerning our comments, please call (916) 445-8006 or 322-8700.

Sincerely,

Hans J. Kreutzberg for

Dr. Knox Mellon
State Historic Preservation Officer
Office of Historic Preservation

J-9606D

cc: Advisory Council on Historic Preservation
Lake Plaza South, Suite 616
44 Union Boulevard
Lakewood, CO 80228

Attn Louis Wall

Claire Bogaard, Chairperson
Pasadena Heritage
54 West Colorado Boulevard
Pasadena, CA 91105

Ms. Jane Ellison, Senior Planner
Urban Conservation Program
Community Development Department
City of Pasadena
City Hall
100 North Garfield Avenue
Pasadena, CA 91109

Mr. Donald McIntyre, City Manager
City of Pasadena
City Hall
100 North Garfield Avenue
Pasadena, CA 91109

# RESPONSES TO COMMENTS
# ON THE
# DRAFT ENVIRONMENTAL IMPACT STATEMENT

1. The comments of the State Historic Preservation Officer are contained in the letter dated June 19, 1981, which is included in this section.

2. One of the criteria is applicable - see next answer.

3. GSA's initial determination was based on the comments contained in the December 4, 1978, letter from the State Historic Preservation Officer (SHPO). Since that time, there has been an on-site inspection by the ACHP (June 9, 1981) and revised comments by the SHPO. Subsequent review has resulted in a change in the findings. GSA has now made the determination that this project will have an adverse effect on an historic property. The applicable criteria of adverse effect is indicated in CFR 800.3(b)(1) - Destruction or alteration of all or part of a property. The proposed demolition of some of the bungalows in this historic complex falls under this criteria. The other criteria of adverse effect do not apply on this project because:

   a. There is no isolation or significant alteration of the property's surrounding environment.

   b. There are few visual, audible, or atmospheric elements that are out of character with the property or alter its setting. Parking areas will be introduced but their impact is considered insignificant for this criteria.

   c. This project will not result in neglect of a property resulting in its deterioration or destruction. Any non-utilized property will be excessed or outleased.

   d. No transfer or sale of any part of the property will be made without adequate restrictions regarding preservation, maintenance, or use.

4. This revised Final EIS, along with our revised determination of adverse effect, should serve as the Preliminary Case Report required for this project. The comments of the Council are therefore requested. GSA will continue to work with the ACHP and the SHPO to arrive at a mutually agreeable solution.

5. SCRTD believes that the new ridership generated by this facility can be adequately serviced by them with current runs. If a problem develops, they have indicated they will provide additional buses if funds are available.

6. Van pooling and car pooling are viable alternatives for this project. GSA will provide preferential parking for these pools. The Government is also experimenting with the use of compressed work schedules which could further reduce use of the automobile for commuting.

7. Spending funds to rehabilitate only the lower floors for the Court and rehabilitating the upper floors only when the Court expands is not an economical alternative. Congressional approval of this project was predicated on full occupancy. If the Courts do expand, they will gradually replace the tenants on the upper floors. As Court space is usually less densely populated than other agencies, the only impact of the Court's growth would be a decrease in the amount of traffic serving the building.

8. It is believed that 300 off-street parking spaces will be more than adequate for the project. If not, then more spaces will be built as outlined in Section 6.6.

9. The cul-de-sac previously proposed for Grand Avenue has been eliminated from our plans. If, after the project's completion, the City or the public requests that the cul-de-sac be built, GSA would fund the construction.

10. See Section 6.2.2 and 6.2.3. Specific methods of control and protection are design problems not foreseeable at this time. Protection of the hillside, wildlife, trees and plants is a high priority.

11. It is recognized that the bungalows have potential for reuse. However, it is not GSA's mission to provide residential uses, nor does it have the need or funds to do so. It is possible that some of the bungalows may be transferred to the City or a private party for such a use.

12. Approval of this project by Congress was based on a fully occupied building. Partial utilization would not justify the expenditure of funds for rehabilitation.

13. This has been added to the text.

14. Any mechanical conveyance will disrupt the natural features of the hillside more than the GSA parking plan, which is not visible from the west.

15. It is estimated that the life-cycle cost of a mechanical conveyance is more costly than the difference between the limited demolition and grading planned above, and the improvements necessary for a lot on Arroyo.

16. See Answer #3 in this section.

17. There are no other tenants that could feasibly go into the project.

18. The parking surplus in the consultant's study is not based on the number of occupants as much as the building size. The study also uses the Marin Civic Center as the closest comparable facility, and it should be recognized that the Vista del Arroyo will be a use very much different from the Marin Civic Center or a normal office building. We therefore believe the consultant's parking estimate is too high. The estimated number of employees is 400. If 300 parking spaces is insufficient, then GSA shall build more spaces as outlined in Section 6.6.

19. If this is true then the impact of traffic on the surrounding neighborhood would be proportionately less.

20. This will be done.

21. We no longer propose that Del Rosa be made into a one-way street.

22. We agree to the widening of the street.

23. This has been added to the text.

24. This has been added to the text.

25. After consultation with the State Historic Preservation Office, it has been determined that no further archaeological investigation is necessary.

26. Defenders Park will not be used for parking. However, many citizens have suggested that the proposed northern parking area have access to Colorado Boulevard. If implemented, this would involve building a driveway across the western tip of the park.

27. See Section 6.2.3 and Exhibit I.

28. The pool area on the far west side of the property is discussed as an alternative parking site in the consultant's report. As there is no need for that portion of the site, GSA is considering disposal of that part of the property.

29. See Answer #22.

30. GSA will not create the access point at this time. When the building is fully operational, GSA will build the access drive if requested by the City. Note that the City would have to agree to let GSA use the western tip of Defenders Park for a driveway.

31. GSA will alleviate traffic problems as outlined in the above answer. It is believed that an effective parking/traffic solution can be found without the use of elevators. It should also be mentioned that elevators would ruin a beautiful and historically significant view of the property.

32. See Answer #30.

33. The traffic barrier has been eliminated from our plans.

34. This information has been added to the Air Quality Report.

35. Same as #34.

36. This issue has been clarified in the Air Quality Report.

37. Same as #36.

38. Same as #36.

39. This information is unavailable but we do not believe this is a significant point.

40. Same as #34.

41. The parking, traffic, and air quality studies were based on the gross square footage of the building, not the number of employees.

42. GSA will do as much as feasible to minimize air quality impacts through the provision of preferential carpool parking and the encouragement of flextime and use of public transit.

43. The traffic barrier has been eliminated.

44. Each agency, including the Courts, is responsible for any environmental review of action it initiates. The Court, after consideration of all the alternatives, selected Pasadena as its place for holding court. In the Courts' determination, this move has no significant environmental affect.

45. See Answer #44 above.

46. The "Central Business Area" of a city is in fact defined by the city itself. Each major city tells GSA where it would like Federal facilities to located, (i.e., civic center, redevelopment area, commercial strip, etc.). The Vista del Arroyo is one block from the Central Business Area (CBA) of Pasadena.

47. As the Vista is to be used as a special purpose Courthouse facility, the other agencies in the building will be used as "space holders" until the eventual expansion of the Court. At the current time, inclusion of other agencies contributes to the economic feasibility of the project. As the City of Pasadena has endorsed the Courts' move to the Vista, the action is indirectly in compliance with the national urban policy (see #46 above). It should also be noted that the urban policy does not apply to Government-owned facilities.

48. The needs of the Court cannot be met in its present location for 10 years. The text has been corrected.

49. GSA prepared this EIS for its action, not that of the Courts (see #44). Outside locations would not fulfill GSA's purpose (to find appropriate space for the Court in Pasadena).

50. The list of agencies on page 9 represents our best knowledge at this time. At present there are few other agencies who need to be in Pasadena.

51. See #30.

52. It is not economical to spend such a large amount of money for a partially utilized facility. Within the next 10-20 years, however, it is expected the Court will expand enough to fill the building.

53. See Section 6.7.1.

54. In order to possibly save two more of the bungalows, an alternative solution for the parking has been developed. See Sections 6.6 and 6.7. The main reasons for demolition are the need for parking and a loading dock.

55. City officials have been kept informed of this project. They have not brought this study to our attention.

56. There are no plans for on-street parking of any kind.

57. The number of parking spaces has been reduced from the number given in the draft EIS.

58. Since the costs of resurfacing, improving and maintaining the parking areas are approximately the same on top as at the bottom of the hill, any type of mechanical conveyance or shuttle is an additional cost, and long-term maintenance will be much higher.

59. Comments from the City and State Historic Preservation Officer are included in this report.

60. There is only one National Register property, not six, and it is being altered, not demolished.

61. GSA's preliminary determination of no adverse effect was based on the December 4, 1978, letter from the State Historic Preservation Officer. GSA agrees with the revised determination of adverse effect. See Section 6.4.1.

62. Section 3.2 has been changed. The urban policy is not a direct justification for this project. No agency is required by the urban policy to locate in the Vista del Arroyo.

63. The description of the Forest Service (FS) as "medium to high" public contact has been changed to "medium" contact. Actually only a very small public information office will be run by the FS in this building. In comparison to agencies such as IRS and Social Security, the FS has very little public contact. In fact, this project will probably have a smaller amount of employees and visitors than a private office building of equivalent size. There are no alternative tenants that could go into the building due to locational requirements in the Pasadena area.

64. This proposal may have consequences for the potantially significant adjoining neighborhood (along Grand Avenue) but not for the reason implied. The number of employees/visitors per se will not affect the neighborhood as they will be inside the building most of the time. Traffic and parking patterns might affect the neighborhood if handled insensitively. However, it is questionable whether the project will generate enough traffic on Grand Avenue to significantly impact the street's character. In fact, GSA's attempt to prevent any project traffic from impacting the neighborhood (through the use of a cul-de-sac on Grand Avenue) was vigorously rejected by the affected public.

65. See Answer #58.

66. GSA's attempts to charge fees for parking have been blocked by the U.S. Courts.

67. Preferential parking will be given for car and van pooling.

68. A conservative estimate for a parking structure is $1,500,000. A subterranean level, although feasible, would probably involve more cost.

69. It is hoped that the mitigation measures outlined in this statement can serve as the basis for a Memorandum of Agreement. GSA will continue to pursue this with both the SHPO and ACHP.

# APPENDIX 5

## SUMMARY OF PUBLIC HEARING